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JACKSON SQUARE.

NEW ORLEANS GUIDE,

WITH DESCRIPTIONS OF THE ROUTES TO NEW ORLEANS,
SIGHTS OF THE CITY ARRANGED ALPHABET-
ICALLY, AND OTHER INFORMATION
USEFUL TO TRAVELERS;

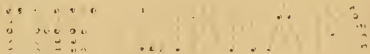
ALSO,

Outlines of the History of Louisiana,

BY

HON. JAMES S. ZACHARIE,

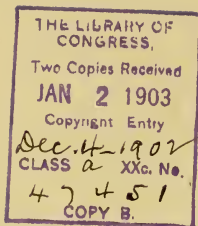
Second Vice President of the Louisiana Historical Society, Member of the City Council
of New Orleans.



MAP OF NEW ORLEANS.

NEW ORLEANS.
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NEW ORLEANS, LA.

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ROUTES TO NEW ORLEANS.

The Tourist has the choice of nine distinct routes to reach the City of New Orleans; for a description of the various points of interest on each route, with their distances from New Orleans, see each heading as follows:

Firstly. The Illinois Central Route, of the Illinois Central Railroad, from the West and North via Jackson, Miss.

Secondly. The Louisville & Nashville Route, of the Louisville & Nashville Railroad, via Mobile, Ala., from the North and West.

Thirdly. The Mississippi Valley Route, of the Yazoo and Mississippi Valley Railroad, from the North and West, via Memphis, Vicksburg and Baton Rouge.

Fourthly. The Queen & Crescent Route, of the New Orleans and North Eastern Railroad, from the North and West, via Cincinnati, Chattanooga and Meridian, Miss.

Fifthly. The Southern Pacific Route, of Morgan's Louisiana & Texas Railroad, from California, Texas and Western Louisiana (via the Teche country) and Morgan City.

Sixthly. The Texas Pacific Route, of the New Orleans & Pacific Railroad, from California and Northern Texas, North-West Louisiana, via Dallas, Shreveport, Alexandria and Donaldsonville.

Seventhly. New Orleans & St. Louis Short Line, via the Gould roads, from St. Louis and places on the West bank of the Mississippi river and via the Texas Pacific Railroad, from Baton Rouge Junction.

Eighthly. The River Route, by the Mississippi river steamers, from the West (via Cairo), Memphis, Vicksburg and Baton Rouge.

Ninthly. The Sea Route, by the Gulf of Mexico and the mouth of the Mississippi; from New York, by the Southern Pacific line of steamers; from Vera Cruz and all ports of Mexico, by the Southern Pacific and other lines of steamships; from Central America, by the United Fruit Company's and other lines; from Europe by various lines of steamers.

ILLINOIS CENTRAL ROUTE.

The Tourist, by this route, once called the Great Jackson Route, after passing through Jackson, Miss. (Vicksburg and Meridian Railroad Junction), crosses the boundary line of Louisiana, about a half mile below Osyka.

OSYKA. (88 miles from *New Orleans*.) The town of Osyka, named after the sister of Osceola, the celebrated Indian chief, is a village of about one thousand inhabitants, and is the centre of a region of small cotton farms. After passing Osyka, which is 250 feet above the level of the sea, the railroad runs down a hill, as it were, until it reaches the alluvial lands below Pontchatoula, which are only a few feet above the level of the Gulf of Mexico. On the right, three miles below Osyka, hidden among the trees, is *Roncal*, the former home of the Hon. Charles Gayarre, the historian of Louisiana.

AMITE CITY. (68 miles from *New Orleans*.) Amite City, the next place of importance, is a thriving town, noted for its manufactory of Gullet's Cotton Gins. The railroad continues on through heavy pine forests, broken here and there with small cotton patches and the land commences to get flat.

HAMMOND. (52 miles from *New Orleans*.) A thriving place settled by Western people who are engaged in truck farming. The station will in the future become an important one, as it will be the junction of a railroad to Baton Rouge, 49 miles due West.

PONTCHATOULA. (47 miles from *New Orleans*.) This place is a small village or settlement and is surrounded by forests of gigantic pines. Pontchatoula means, in Choctaw, *falling hair*, and among the Indians of that locality, the custom of cutting off the hair of a girl guilty of frailty still prevails. A few miles below the station, which is forty feet above the sea, the land gradually slopes, the pines commence to disappear, the soil changes from yellow to black, and soon the tourist finds himself riding over alluvial ground.

PASS MANCHAC. (37 miles from *New Orleans*.) Manchac (Indian for Pass) is a small station at which the bridge crosses the pass of the same name. This pass, about five miles long, connects Lakes Maurepas and Pontchartrain, two lakes named after celebrated French ministers. From the bridge



COTTON PICKING.

(*on the right side of the train*) is seen Lake Maurepas, a beautiful sheet of water about ten miles wide, which serves as a drain for the surrounding country. At the head of the lake Manchac river flows in, taking its rise near the Mississippi river. Manchac river, at one time called Iberville river, was originally one of the outlets of the Mississippi, the waters of which flowed through Lakes Maurepas, Pontchartrain and Borgne to the sea, making the territory on which New Orleans stood as an island, called "the Island of Orleans." At the junction of Manchac river and the Mississippi river the Spaniards built a fort, and, in 1814, Jackson fearing that the British might attempt to approach New Orleans from the rear by passing through the lakes and the Manchac river to the Mississippi, dispatched a force to that point, and caused the Manchac river to be closed by a dam.

Crossing the railroad bridge, the boundary line between the Federal and Confederate forces during the Civil War, the tourist will notice (*on the left*) the traces of a redoubt built by the Federals to command the Pass and the railroad track. The railroad now enters a deep swamp of cypress and palmetto (called by the natives "*latanier*"). The cypress trees are gigantic and are festooned with moss, a parasitic growth of some value. This moss, which is grey and of a velvety softness, is gathered with long poles and taken in skiffs to the cabins. There, it is cured by being rotted in stacks or steeped in water until black, when it is taken out and dried, baled, and sent to market, where it is bought by mattress makers and upholsterers. The palmetto, or *latanier*, has a fibrous root which the natives cut up and use for scrubbing brushes, and on Palm Sunday, the leaves are used to make crosses and other designs to be blessed by the priests.

FRENIER. (23 miles from New Orleans.) This station is a small settlement of farmers, mostly Germans, who raise fine cabbages. The soil is rich, but very wet, and the waters of Lake Pontchartrain, distant a few yards to the left, often overflow it several feet.

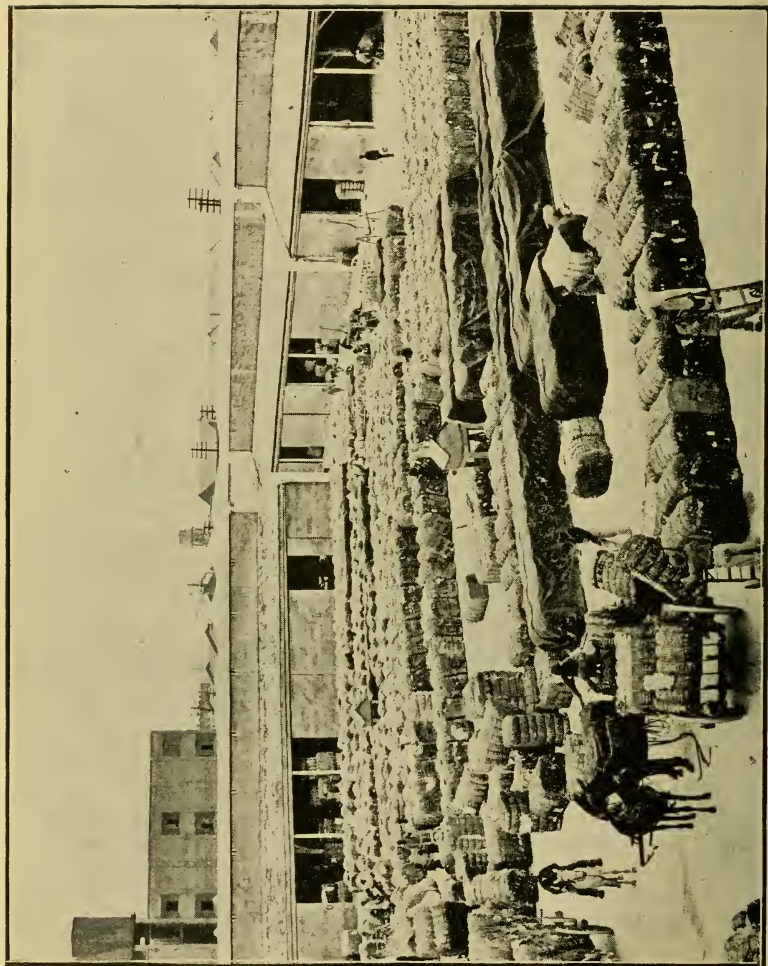
BAYOU LABRANCHE. This small station is a great resort of hunters from the city. Crossing the bayou the railroad enters a large, trembling prairie, the soil of which is very soft. In laying the railroad track the engineers experienced great difficulty in finding a good foundation. The whole road-bed

through this prairie was built on piles and often one blow of the pile-driver would send them out of sight. About five miles to the right is the Bonnet Carré bend of the Mississippi river. In 1874, the Mississippi broke through that bend with great force and sought an outlet to the sea over this prairie and through Lake Pontchartrain. The water rose above the iron of the track and cut off direct communication between New Orleans and the North, necessitating a connection by boat via Manchac. The sediment left by this flood (called a *crevasse*), is river sand and has elevated the prairie a few inches. Since that time the trestle has been raised above overflow and filled up.

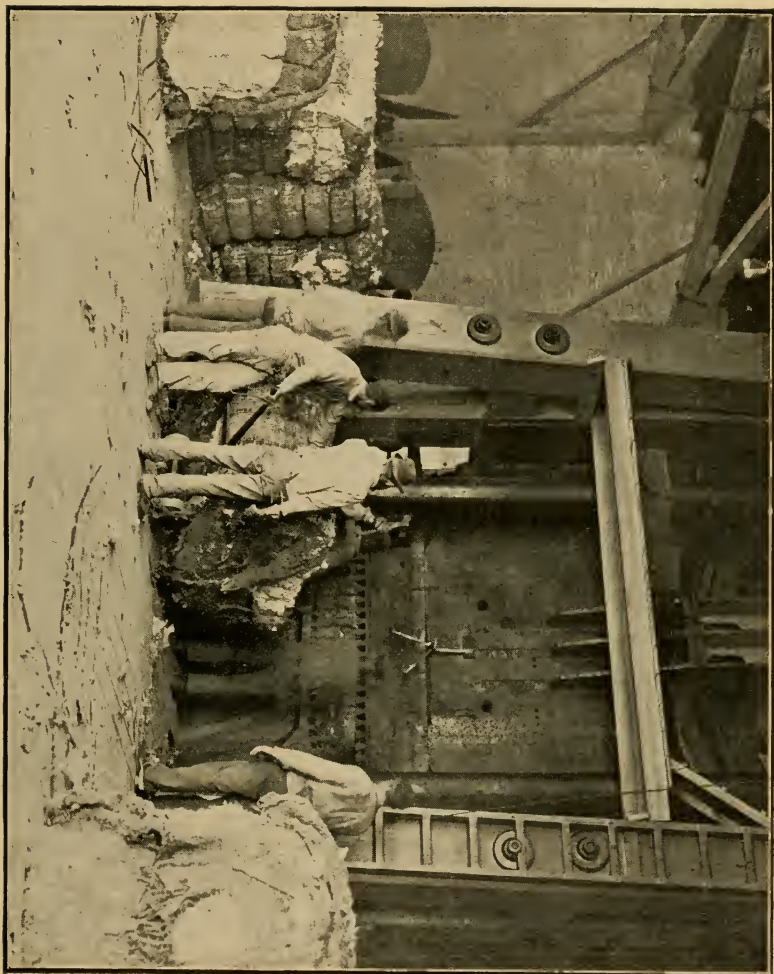
KENNER. (10 miles from New Orleans.) After leaving the trembling prairie, the traveler passes through sugar plantations, the sugar houses of which loom up in the distance with tall chimneys; near these are other large, square, heavy looking chimneys for burning "*bagasse*" or cane, from which the mill has already extracted the juice. Kenner, the junction of the Mississippi Valley Railroad, is a small town on the left bank of the Mississippi river, which is seen on the right, a few hundred yards distant from the station. By river, Kenner is fifteen miles distant from New Orleans and only ten miles by rail. The railroad track then passes through the lines of fortifications erected by the city of New Orleans during the war, enters the woods, from which it emerges into the swamp in the rear of the city. The track crosses shell roads as white as snow, and draining canals as black as ink; in the distance the traveler (*on the left side of the train*) catches his first view of the city with its steeples and high buildings. The train enters the Illinois Central Railroad depot on Howard avenue, half mile distant from Canal street. *Carriages, cabs, and omnibuses are always in waiting at each train. Cars (fare 5 cents) pass in front of the depot.* For carriage rates see local tariff.

LOUISVILLE AND NASHVILLE ROUTE.

The Tourist approaching New Orleans by this route, after leaving the city of Mobile, passes through a region of pine woods, the soil of which is poor and sandy. Approaching the Gulf of Mexico, towards which the railroad makes a direct line, the Gulf is soon reached. The track is almost level and very



COTTON PRESS.



COTTON COMPRESS.

fast time is made. The distance from Mobile to New Orleans is 141 miles and a special train once made the run in two hours and forty-seven minutes.

SCRANTON. (101 miles from New Orleans.) The first place of importance is Scranton, a small town in the State of Mississippi, situated near the mouth of East Pascagoula river, which flows into the Gulf of Mexico. This place is noted as one of the principal ports for shipping lumber and shingles. The mills are situated on the river, a few miles above the town, and large quantities of yellow pine lumber are shipped to all parts of the world. The river divides itself into two branches, the East and West Pascagoula, and each empties into the Gulf a few miles distant. The railroad crosses both branches by a long bridge and from the train (*left side*) the big ships can be seen riding at anchor in the Gulf outside the bar, waiting for cargoes of lumber. After crossing the bridge, West Pascagoula is reached, at which point are located the railroad company's works, where all timber used in the construction of bridges is made durable and proof against worms by steeping it in a preparation of creosote.

OCEAN SPRINGS. (85 miles from New Orleans.) The next important point is Ocean Springs, a Summer resort on the Bay of Biloxi (pronounced Be-lux-ee). An hotel and several excellent boarding houses make this place a pleasant Summer resort. On a small point above the bridge and on the left side of the bay the French landed in 1699 and made their first settlement, which was called Biloxi, after the tribe of Indians who inhabited the country. The colonists had a hard life, and it was with great difficulty that they managed to exist. The site was badly chosen and the aspect of the surrounding country very uninviting. The ships, which brought their supplies from France, for the land yielded almost nothing, were obliged, on account of their heavy draught, to anchor off Ship Island, about twenty miles distant. The equinoctial storms, which annually visited these waters with great violence, often drove the vessels from their anchorage to be wrecked on the innumerable sand bars along this coast. When these storms ceased, the English cruisers would sometimes suddenly make their appearance and engage the ships in battle. Behind the Fort was a deep unexplored pine forest, inhabited by hostile savages who were ready, like vultures, to sweep down on this

small band of adventurers the instant they became too weak to offer resistance. Once, after several months of patient and anxious watching of the horizon, the white sails of the ships from France made the hearts of the colonists glad once more and told them they had not been forgotten and left to die on a barren shore. Alas! this brave handful of colonists little suspected on seeing the ships that a new colonist, in the form of a strange and dreadful disease, was brought which would almost annihilate their band. These ships, on their way from France, had stopped at some ports in the West India Islands and the crews had there contracted yellow fever, which they now were to plant on the soil of the new colony for ages to come. Soon after the arrival of these ships, the disease broke out among the colonists. The first victim was Sauvolle, the Governor, who died and was buried in the Fort under the shadow of the white banner of France, which he had unfurled there himself. The seat of government was moved to New Orleans in 1718, and it remained there for many years.

Crossing the bridge, Deer and Horn Islands are seen on the left, low sand spits, the latter deriving its name from its resemblance to the shape of a powder horn. At night, the red light of the lighthouse on Horn Island is visible for miles. In the distance, some twenty miles to the South, is Ship Island or *Ile aux Vaisseaux*, as named by the French, from its being the anchorage of their ships (*vaisseaux*). These islands of the Gulf are very low and sandy, and forming a chain or breakwater along the coast, the water between them and the mainland being called the Mississippi Sound. Ship Island is about eight miles long and its greatest width is about a half mile. On the West end is a fixed white light and near it is the Fort, built by Gen. Butler during the late Civil War, when this island was made the rendezvous of the expedition against New Orleans. This place was used as a penal settlement during the War, when the mere nod of the Commanding General was the signal to send there any citizen of New Orleans, male or female, for the slightest offense or on the least suspicion. The *National Board of Health* has established a *Quarantine Post* on this island, where invalids may be taken care of and infected ships fumigated. The island is reached from Biloxi by sail boats.

BILOXI. (80 miles from New Orleans.) After crossing the bridge, the next station is Biloxi (pronounced (Be-lux-ee), a popular watering place situated on the Sound. Hotel: *Montross*



CITY HALL.

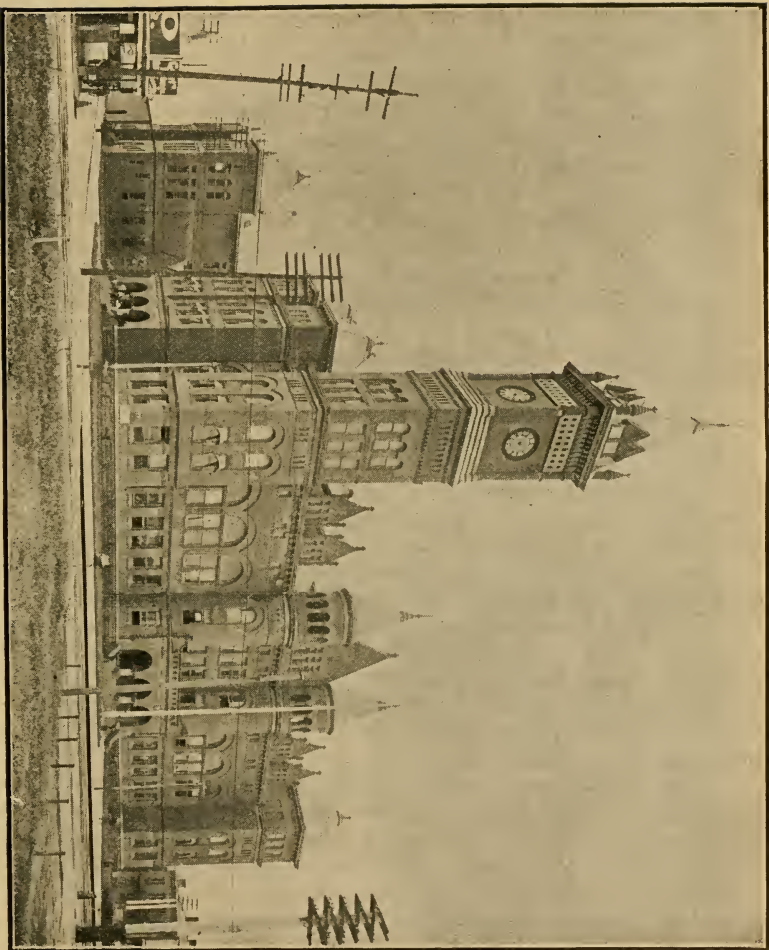
House. This place is celebrated for its bathing, fishing and fine oysters. Good sail boats and skiffs may be hired at reasonable rates. The hotels front the beach and are within a short walking distance of the station. Conveyances meet all trains. One mile beyond Biloxi are the Methodist Camp-Meeting grounds (*Camp Ground Station*), situated on the sea-shore, where camp-meetings are held every Summer.

BEAUVOIR, a small station, is a few miles beyond. Near this place is the Marine Villa of the late Hon. Jefferson Davis, the ex-president of the Southern Confederacy. From Biloxi to the Bay St. Louis (*pronounced Saint Lou-ee*), the track is laid through a flat sandy pine region at the distance of about a half mile from the sea, the blue waves of which are visible at intervals through the openings in the woods. The houses along the coast front on the beach and beautiful lawns of velvety Bermuda grass, ornamented with the orange, lemon, banana, pomegranate, white and red oleander and other tropical trees, slope towards the water. The houses, surrounded by large and cool verandahs, have many openings to admit all the breeze. Hammocks are usually swung on the verandahs or under the wide spreading live-oaks. In the rear of these paradisaical retreats are generally vegetable gardens and vineyards, the latter producing a greenish thick skinned grape, called "*Scuppernong*," from which an excellent wine is made. At different points along the sea-coast, which is generally called by the inhabitants, the "*Lake Coast* (from the fact that the Sound resembles a lake), are way stations at which the express does not stop.

MISSISSIPPI CITY. (72 miles from New Orleans.) This station is but a city on paper, its only buildings being a court-house, a jail and a few residences. A break in the forest enables the traveler to see Cat Island, ten miles distant, a low sandy island—with a conical sand hill on its East end, forty feet high, which has been thrown up by the winds of the Gulf. This island is inhabited and is used as a cattle farm. On the West end is a light-house, with a revolving white light. The island was named by the French, from the fact that on landing there they found a great number of coons, which they mistook for a species of cat.

GULFPORT. (69 miles from New Orleans.) Hotel, Great

CRIMINAL COURT BUILDING.



Southern. The junction of the Gulf & Ship Island Railroad, which extends to Jackson, Miss., a distance of 160 miles through a pine country. Deep water has been obtained and the town promises to become a big port in the future.

PASS CHRISTIAN. (*59 miles from New Orleans.*) The next important station is Pass Christian (pronounced Christy-Ann) a well settled place with handsome villas, the Summer retreat of the wealthy American families of New Orleans. Hotels: Mexican Gulf Hotel, on the Beach; terms moderate—first-class hotel. Omnibus from station—charges for conveyances reasonable. Sail boats and skiffs to be had at reasonable rates. Fishing off the islands and banks at certain tides is excellent. Oysters abundant. In Winter deer and wild ducks abound. Shell road on the beach is six miles long. A cool Summer retreat and in Winter much resorted to by invalids from the North and West. The bracing salt air of the Gulf and the odor of the fragrant pine forests are considered highly beneficial to persons with weak lungs, and the clear atmosphere renders it a pleasant Winter resort. Stores, physicians, and also churches of all denominations.

BAY ST. LOUIS. (*Bridge.*) Two miles beyond Pass Christian, the Bay St. Louis (*pronounced Saint Lou-ee*), a shallow bay about five feet deep is reached. It is here crossed by a wooden railroad bridge, nearly one mile long, with an iron draw bridge over the channel for the passage of schooners which carry lumber and charcoal from Wolf river and other places on the bay to New Orleans. Great difficulty was experienced in building the bridges of this road, as the waters of the Gulf are infested with the "*Teredo*," a species of barnacle, which fastens itself to wood under the water and bores into it until it becomes honey-combed. The noise made by the *Teredo* boring can be heard distinctly by lying down on the wharf, or in the bottom of a boat. Sheathing the piles with copper was tried with some success, but finally it was determined to try the experiment of soaking the piles in creosote and large works for the purpose were erected at West Pascagoula. A second danger now presented itself. The wood, so prepared, turned out to be very inflammable and great care has to be exercised to protect the bridges. In 1879, the Bay of St. Louis bridge caught fire from the spark of a locomotive, and, owing to a high wind prevailing, the structure was soon destroyed,

the creosoted piles burning like torches of fat pine. Great vigilance is necessary and as soon as a train passes over the bridge, night or day, it is the duty of a watchman to follow it and to carefully examine all parts of the structure. In crossing this bridge a fine view of the Gulf of Mexico is obtained from the cars and a delightful soft breeze from the South usually prevails. In the distance (*on the left*), when the weather is clear, Cat Island is seen, fifteen miles off. At night its revolving white light is visible and near by is Pass Marian's (*pronounced Mary-ann*) light on Merritt's shell bank, distant eight miles. This light, formerly on a light-ship, now a wreck near the bridge, is built on iron screw piles driven into the hard shell bank. On approaching the shore (*on left side*) the traveler's attention is attracted to the numerous little bath houses and wharves. The bathing along this coast is what is called still water bathing, as there is no surf except during storms. The upper parts of the bath houses are fitted up as dressing-rooms, and stair-cases in the floors give access to the water below. The usual hour for bathing is noon, the waters being tepid. Owing to the extreme heat of the sun, bathers rarely venture from beneath the bath houses unless for a swim. Near the channel the space below some bath houses is enclosed with small piles, driven close together, to prevent sharks (which abound in these waters), from entering. The railroad rack crosses the main shell drive (*on the left*), affording a good idea of the watering places of this coast with their little Summer houses, baths and wharves.

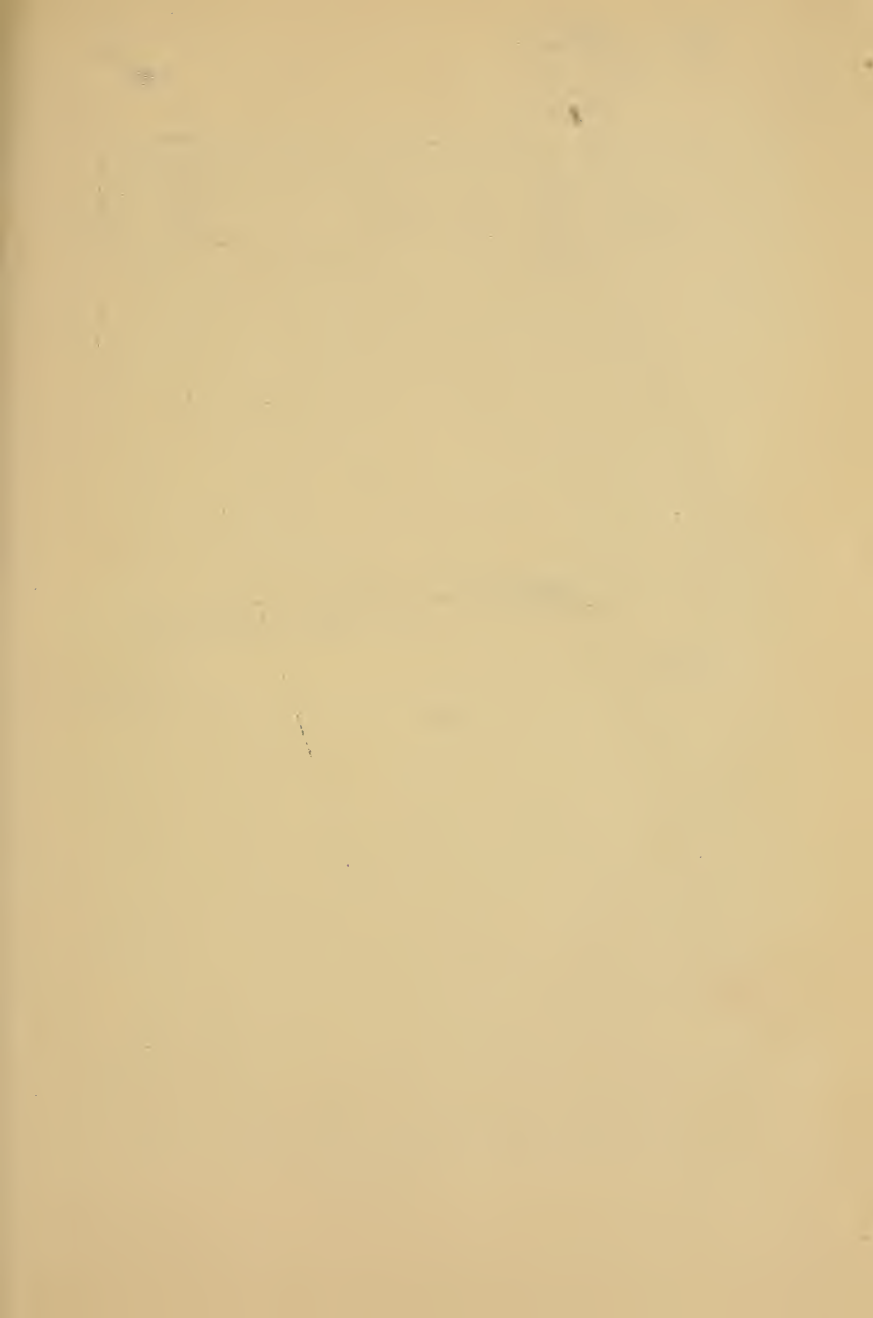
BAY ST. LOUIS. (*53 miles from New Orleans.*) The town of Bay St. Louis, sometimes called Shieldsboro, after a gallant officer of the U. S. Navy, who, in 1814, captured several British boats off Chandeleur islands, is a settlement extending about twelve miles along this coast. It is the usual Summer resort of the Creole families of New Orleans, who possess elegant residences here. Hotels: Pickwick, Clifton, small but comfortable. Omnibuses from the station to all points up and down the bay. Conveyance charges very reasonable. Residences (furnished) can be hired from \$200.00 upwards for the season, according to their size and accommodations. Season May 1st to October 1st. Several stores and churches. Male and female academies under the direction of religious orders of the Catholic Church. Sail boats and skiffs can be hired at very

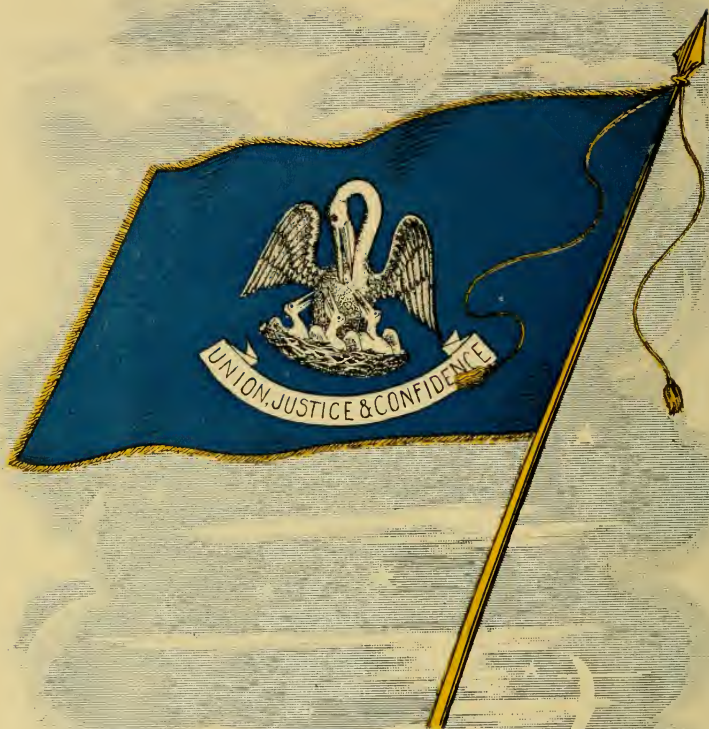
reasonable rates. Shell road twelve miles long. As at Pass Christian, many strangers winter at this point.

LOOK OUT STATION. (36 miles from New Orleans.) After leaving Bay St. Louis the road continues on through a piney woods region with its red, yellowish barren soil, until, at Look Out Station, it reaches the rich, alluvial bottom lands of Pearl River. During the war of 1814, the British fleet was anchored off this place and established a signal station here, hence the name given to it of "English Look Out." Pearl River forms the Eastern boundary of Louisiana, and the river, above this station, divides itself into the East and West Pearl. West Pearl flows into the Rigolets and East Pearl flows by this station and empties into Lake Borgne, one mile distant. This lake, an arm of the Gulf, derived its name (*pronounced Born*) from the French word "*borgne*" meaning incomplete or deformed, as it is not entirely surrounded by land, but has one side open to the sea. The East Pearl is crossed by a bridge, the centre of which is the Louisiana boundary line, and, after a short run through the swamp, the Rigolets are reached. At various points in these marshes are elegant club houses used for shooting and fishing parties during the Winter and Summer.

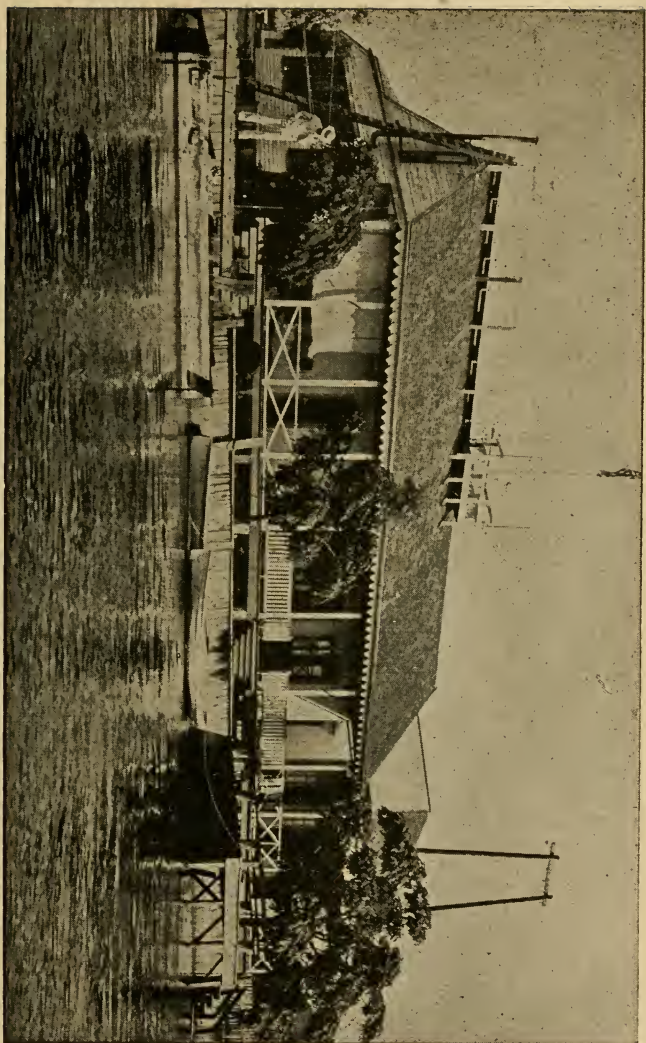
RIGOLETS. (32 miles from New Orleans.) The Rigolets (*pronounced by the natives, Rigo-leese*) is a deep and wide stream connecting lakes Pontchartrain and Borgne. It is crossed by a fine iron bridge (recently built at a great cost), in the centre of which is a draw to let vessels pass. On the left, as you cross, Lake Borgne is seen. On the right, is the mouth of the West Pearl, in the distance Fort Pike, a large casemated work, now abandoned, and beyond is Lake Pontchartrain. The railroad continues on through a dense swamp in which alligators and wild fowls abound. Alongside of the track, in the ditches, the noise of the passing train often causes the alligator to swim away in haste. Alligators love to bask in the sun and the traveler is liable to mistake one of them one of them for an old log, so close is the resemblance. Lake Catherine, an open sheet of water on the right, is passed and also several bayous, great resorts for hunters and fishermen from the city.

CHEF MENTEUR. (21 miles from New Orleans.) The next bridge is that over Chef Menteur (*pronounced Sheff Mon-tur*),





LOUISIANA STATE FLAG.



TALLY-HO CLUB—CHIEF MENTEUR.

a narrow, but deep stream connecting Lakes Pontchartrain and Borgne, and named from the circumstance, that, in former times, the Choctaw Indians expelled from their tribe one of their chiefs, who was a great liar. This chief took up his abode on a point near the head of the Pass, and to this day, this point and Pass have continued to be known as Chef Menteur (or *lying chief*.) On the right of the track a few yards distant is Fort McComb, a small abandoned work which commands the stream. The railroad now crosses a vast trembling prairie and finally reaches firm land at Michaud's, a small station surrounded by large cypress trees, covered with gray Spanish moss, a parasitical growth. This moss, which is gray and of a velvety softness, is gathered with long poles and cured by drying in stacks, or in water. When it turns black, it is hung up to dry and becomes crisp. It is then ready for the market, and is bought by upholsterers and mattress makers to take the place of hair stuffing. The route, continuing on through small fields of sugar cane and vegetable gardens, crosses the North Eastern Railroad track and finally enters the city of New Orleans in the rear by Elysian Fields street, meeting a small railroad line that runs to Lake Pontchartrain. At the head of Elysian Fields street, the Mississippi river is reached and a stop is made at the Southern Pacific depot. Continuing on up the river bank, the U. S. Mint is passed on the right. Two squares further the French Market is passed. On the right, Jackson Square, with the old Cathedral. Continuing still further, on the left, the landing place of the New York steamers is passed, then the Sugar Landing, the Cotton Landing, and after passing through a street of sheds, built for storing sugar, the train halts at the head of Canal street, the principal avenue of the city. *Street cars in front of stations; fare 5 cents. Omnibuses and carriages meet all trains. (See hack tariff.)*

MISSISSIPPI VALLEY ROUTE.

The Yazoo and Mississippi Valley Railroad, commonly known as the Mississippi Valley Railroad, passes through the Yazoo Valley, celebrated as the region where the cotton plant attains its greatest perfection. Washington County, Miss., Rolling Fork and Deer Creek country are covered with extensive cotton plantations, which yield annually enormous crops of cotton. After leaving Vicksburg, the road passes through



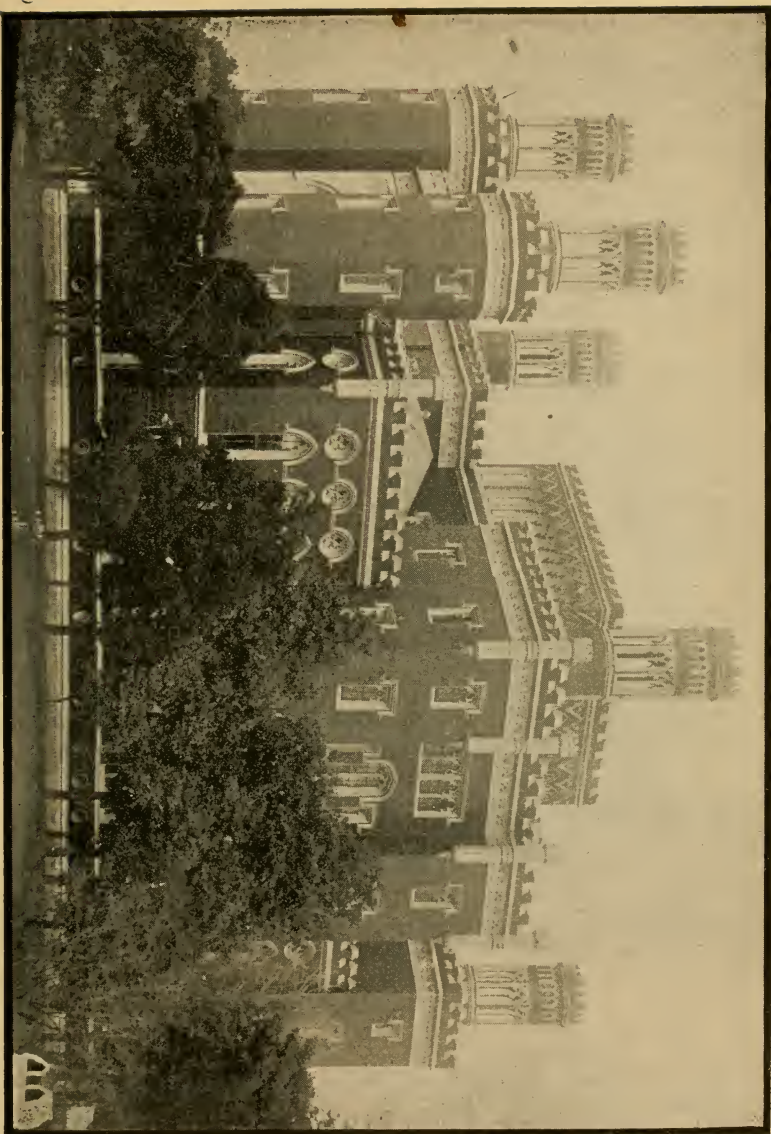
CUTTING SUGAR CANE.

the hill counties of Mississippi, in the rear of Natchez and then enters Louisiana.

WILSON. (*122 miles from New Orleans.*) Wilson, a thriving new town, is named after the projector of this road, Mr. R. T. Wilson, of New York; it is destined to be an important point of this railroad as the tributary country is rich and well settled.

BATON ROUGE. (*89 miles from New Orleans.*) Baton Rouge, the capital of the State of Louisiana, is a thriving town of 11,269 residents, situated on a bluff on the Mississippi river, the last high land, as from this point southward all the land is alluvial. The name of Baton Rouge (*literally "Red Stick"*) was derived from the fact, that a huge red cypress tree stood on the river bank and was for years a prominent landmark. The railroad station is on the river bank and near the State Capitol. The Capitol is a large Norman Gothic building and contains the Senate Chamber and the House of Representatives, also the Governor's Chamber and the various offices of the State. In the Senate Chamber is the large painting by Lamy representing the battle of New Orleans, presented to the State by W. W. Corcoran, the Washington philanthropist. This picture, which is a work of great merit, represents the interior of the American lines and it is to be regretted that it has not a better light and is not placed in a position more accessible to strangers. Baton Rouge contains many of the State Institutions; the State Penitentiary is located here. Above the city are the former U. S. Barracks and Arsenal, built on the site of the old Spanish Fort, and is used by the Louisiana State University, a large and flourishing military college. This Fort was the last stronghold of the Spanish in Louisiana, and owing to a doubt about the exact boundaries of Louisiana, as defined by the treaty of cession, was not surrendered to the French and Americans, but the whole of these parishes being thoroughly American, the people rose in revolution and attacked the Fort. The Spaniards held out fighting bravely, and Carlos de Grandpré, their youthful commander, fell at the head of his men, sword in hand. Their Fort taken, the Spaniards retreated across the country to Pensacola, Fla., at that time the headquarters of the Spanish troops.

ST. GABRIEL. (*75 miles from New Orleans.*) The road, after



STATE CAPITOL—BATON ROUGE.

leaving Baton Rouge, descends to the alluvial lands and is soon running behind the high levees of the river and through large fields of sugar cane. (See Sugar Trade.) At St. Gabriel it reaches many large rice and sugar plantations.

BURNSIDE. (61 miles from New Orleans.) The magnificent plantations near this station belonged formerly to the estate of the late John Burnside, the sugar king of the United States, who died a few years ago, leaving nine large sugar plantations, all in operation and yielding fine crops.

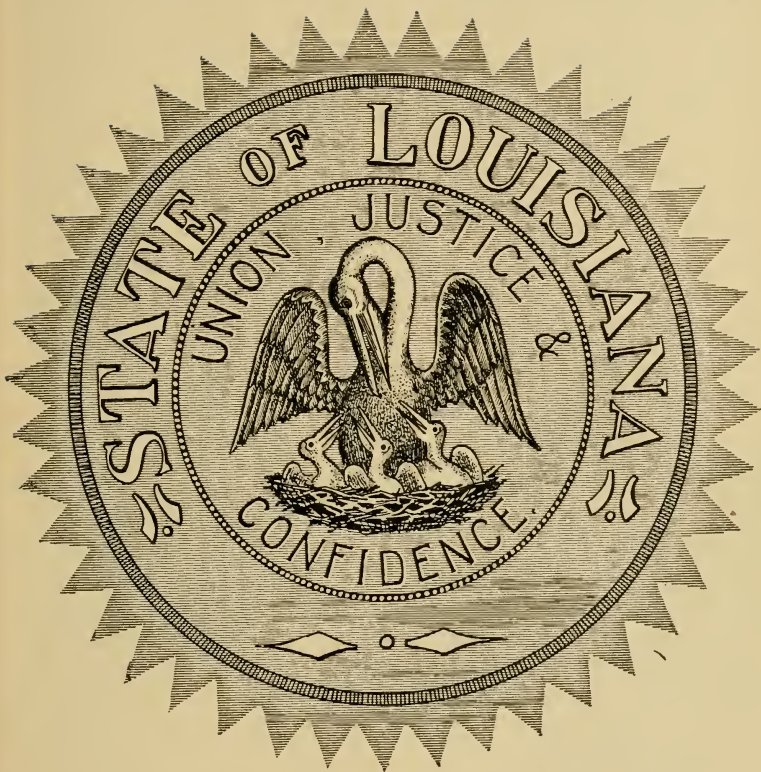
CONVENT. (50 miles from New Orleans.) At the Convent station are located the Jefferson College, conducted by the Fathers of the Marist Order, and the Convent of the Sacred Heart. In the vicinity are large plantations and also small tobacco farms, which produce the famous *périgue*, a strong, black, pungent tobacco. It is much prized by smokers, is cultivated with great care and much time is taken in preparing it for market, by putting it through presses and pressing it into "carrots."

LAPLACE. (30 miles from New Orleans.) Near this point the bed of the famous Bonnet Carré crévasse is passed, which is noticed, as the land is cut off by deep gullies. Here the river has broken through repeatedly and, with a bound, swept across the seven miles of prairie to Lake Pontchartrain and thence to the sea.

KENNER. (10 miles from New Orleans.) Junction of the Illinois Central Railroad. This railroad here leaves the river bank and, after passing through fortifications erected during the late war, enters the swamp in the rear of the city of New Orleans. The train then enters the Howard avenue depot, half a mile from Canal street. *Omnibuses and carriages meet all trains.* See Hack tariff.

QUEEN AND CRESCENT ROUTE.

The "Queen and Crescent Route," also called the "North Eastern Road," is the direct route from Cincinnati, "the Queen City of the West," to New Orleans, "the Crescent City" of the South. Owing to the good condition of the road, very fast time is often made. On April 20th, 21st, 1884, a special train made the run from Cincinnati to New Orleans,



STATE SEAL.

827 miles, in 23 hours and 20 minutes, or, if allowance is made for stops necessary to the care and safety of the train, the actual running time was 19 hours and 1 minute.

MERIDIAN, MISS. (196 miles from New Orleans.) The town of Meridian has a population of 14,050, and is an important railroad centre. From this point roads diverge to Mobile, Jackson and Vicksburg, to Selma and northward to Columbus, Miss. Meridian is a great cotton shipping point which makes the town very lively during the Winter season and the place is building up very fast.

ENTERPRISE (180 miles from New Orleans.) The North Eastern Railroad and the Mobile and Ohio Railroad here diverge, the latter going towards Mobile, Ala.

LAUREL. (140 miles from New Orleans.) A new town settled by Western people and thriving with lumber, cotton and other industries.

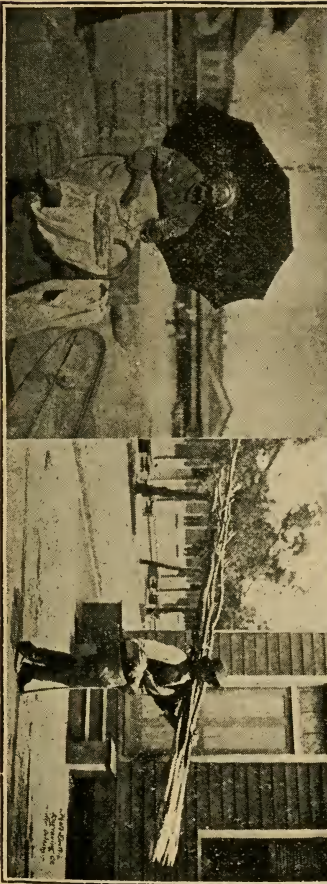
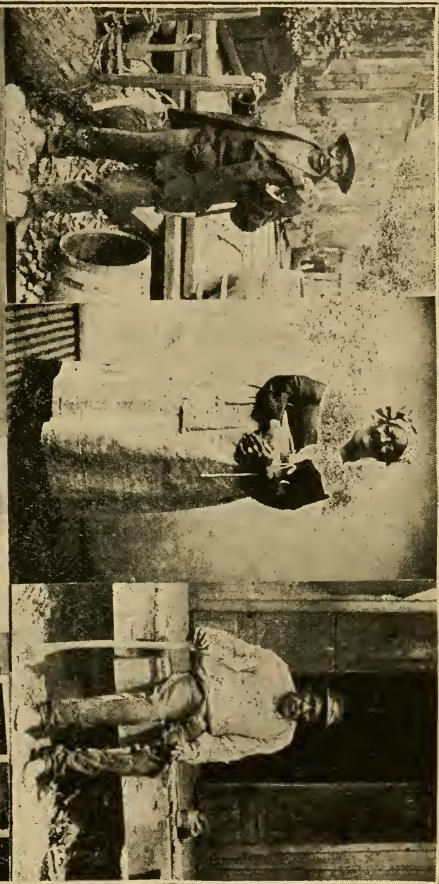
ELLISVILLE. (133 miles from New Orleans.) A small shipping point for the surrounding country.

HATTIESBURG (111 miles from New Orleans.) One of the principal new towns on the railroad and destined to be an important shipping point for the surrounding country.

POPLARVILLE. (71 miles from New Orleans.) A prominent station on this road and rapidly growing.

SLIDELL. (29 miles from New Orleans.) This small place, with a large brick making plant, is named after Slidell, the Louisiana Senator, who was sent to Paris as Minister for the Southern Confederacy and was forcibly taken from the steamer "Trent" by Admiral Wilkes. At this point the land gradually slopes towards Lake Pontchartrain and the traveler is soon rolling over the great bridge.

PONTCHARTRAIN BRIDGE. The bridge, or trestle work, across Lake Pontchartrain is one of the longest bridges in the world, being 30,706 feet long (5.82 miles), of which the two drawbridges are each 250 feet. This great work was built of creosoted lumber and the whole is constructed in a most substantial manner, so much so that in 1884, a special train made the distance from Slidell to New Orleans, twenty-nine miles, in



TYPICAL, NEGRO CHARACTERS.

thirty-three minutes. The lake is from three to fifteen feet deep and is navigated by schooners and other small crafts, which bring to New Orleans cargoes of lumber, sand, bricks, rosin, etc., from the shores of the various streams that flow into it on the North.

SOUTH POINT. (*18 miles from New Orleans.*) The shore is reached near Pointe Aux Herbes and the soil here is very marshy. The railroad follows the lake shore (*lake on the right*) and suddenly comes towards the city, across the L. & N. R. R. tracks from Mobile, Ala., and then, by a direct line, reaches the lower part of the city and stops at the station on the banks of the Mississippi river. *Street cars near the station to Canal street. Fare, 5 cents. Omnibus and carriages meet all trains. See Hack Tariff.*

SOUTHERN PACIFIC ROUTE.

The traveler approaching New Orleans from Texas by this route, sometimes called "The Star and Crescent Route," crosses the Atchafalaya at Morgan City.

MORGAN CITY. (*80 miles from New Orleans.*) The town of Morgan City, formerly called Brashear City, is situated on the Atchafalaya river. The route of this railroad runs through deep swamps, but at some distance from the line large sugar plantations are cultivated.

SCHRIEVER. (*55 miles from New Orleans.*) At this station there are branch lines to Houma, fifteen miles; Thibodeaux, three miles, and Napoleonville, twenty-three miles. Terrebonne parish produces large crops of sugar, and its lands are considered very fertile. Thibodeaux, on the right bank of the Lafourche, is a large town and contains several churches and public buildings.

LAFOURCHE. (*52 miles from New Orleans.*) At Lafourche crossing the railroad crosses the Bayou Lafourche, an outlet of the Mississippi.

BOUTTÉ. (*24 miles from New Orleans.*) At Boutté Station the railroad track is within two miles of the Mississippi river.

SALIX. (*19 miles from New Orleans.*) At this point the railroad runs parallel with the river for a long distance,



Advance Threshing Machine, owned by F. B. M. W. H. Co., near Crowley, La. Bayou Area

GRETNA. (3 miles from New Orleans.) Before reaching Gretna, a suburb of New Orleans, the railroad runs along the river bank, through sugar plantations and market gardens and (*from the left side of the train*) the first view of the city is obtained. Algiers, the town opposite New Orleans, and one of its wards, is soon reached and the depot is entered. Passengers take the railroad ferry and land at the head of Esplanade street, near the French Market and the U. S. Mint. *Street cars to Canal street, 5 cents. Omnibuses and carriages meet all trains. See Hack tariff.*

TEXAS PACIFIC ROUTE.

The New Orleans Pacific Railroad is a portion of the Gould system of railroads. Commencing at Marshall, Texas, it strikes the Red River at Shreveport (367 miles from New Orleans) and then follows the valley of the Red River, *via* Alexandria, to the Atchafalaya; thence to the Mississippi and along the right bank of it to New Orleans.

ALEXANDRIA, LA. (193 miles from New Orleans.) Alexandria is a pretty little city in the interior of Louisiana, the junction of lines to Opelousas, Monroe and Lake Charles, so it will become a railroad centre. The country surrounding is very fertile, yields good crops of sugar and cotton.

CHENEYVILLE. (169 miles from New Orleans.) Cheneyville is the junction of Morgan's Louisiana and Texas Railroad, which here leads (*to the right*) to Opelousas, the Têche country and New Orleans.

MELVILLE. (128 miles from New Orleans.) The Atchafalaya is a deep and swift branch of the Mississippi River, across which this railroad company has built, with much difficulty and expense, a large bridge.

BATON ROUGE JUNCTION. (89 miles from New Orleans.) Junction Station. Branch road to Baton Rouge the capital of Louisiana, seven miles distant, and the junction of the railroad to St. Louis, Mo.

PLAQUEMINE (84 miles from New Orleans.) Plaquemine (French word signifying "*persimmon*") is a thriving town, being the centre of a large sugar district and situated on the Mississippi and Bayou Plaquemine. Just before the train



LOADING COTTON.

reaches the station, the bridge over Bayou Plaquemine is crossed. As the mouth of Red River, which empties into the Mississippi, is gradually being closed by the sediment deposit of that stream, the United States have put a lock in Bayou Plaquemine, so that steamboats can pass through Bayou Plaquemine into the Atchafalaya and thence into Red River.

DONALDSONVILLE. (*64 miles from New Orleans.*) Donaldsonville is situated at the junction of the Bayou Lafourche and the Mississippi River, and also of a branch railroad to Thibodeaux, 28 miles. This town is in the centre of a prosperous sugar planting district and does a thriving business. At one time it was the capital of the State. Bayou Lafourche (French word meaning "*Forking*") is one of the outlets of the Mississippi River and flows to the sea through a fertile sugar producing country.

ST. CHARLES. (*25 miles from New Orleans.*) The road continues to pass parallel to the Mississippi River through miles and miles of broad fields producing fine crops of cane and rice. The tall chimneys of the sugar houses loom up on all sides. The train, after alternately rushing through a field of sugar cane or darting through a tangled swamp reaches Gouldsboro, opposite the city of New Orleans. The Ferry soon lands the passenger at the head of Terpsichore Street. *Street cars one block distant, fare 5 cents. Omnibus and carriages meet all trains.* See Hack Tariff.

NEW ORLEANS & ST. LOUIS SHORT LINE ROUTE.

The traveler from St. Louis crosses Red River at TORRAS (*152 miles from New Orleans*). A fine steel bridge over Red River and passes through fine plantations.

BATON ROUGE JUNCTION. (*89 miles from New Orleans.*) The road here joins the Texas and Pacific line from Shreveport (*236 miles*). See Texas and Pacific Route.

RIVER ROUTE.

The traveler, on descending the Mississippi River to New Orleans, usually takes a boat at St. Louis, Memphis or Cairo and passes through a cotton region until he reaches the mouth



CARONDELET STREET.

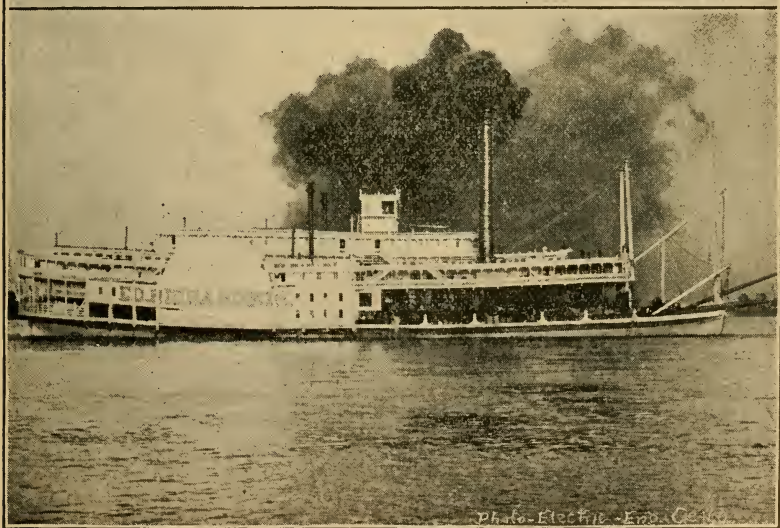
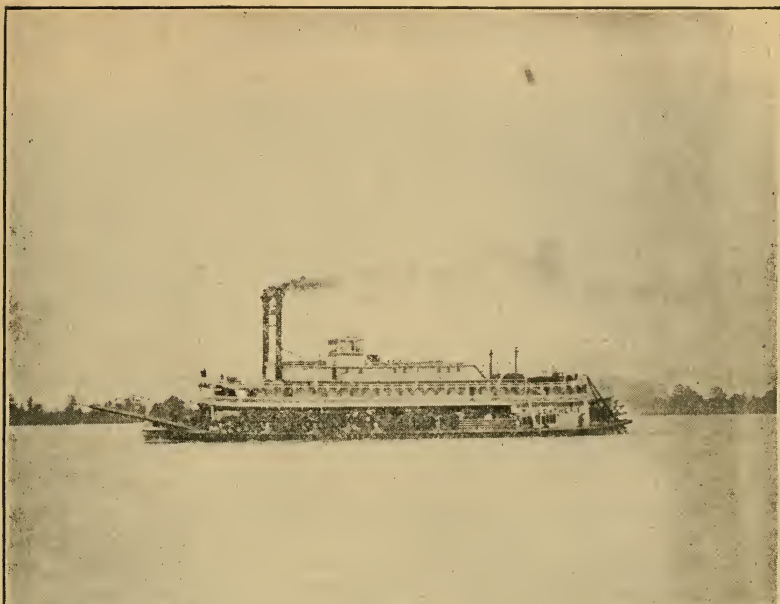
of Red River, below which point sugar cane fields make their first appearance.

VICKSBURG. (*355 miles from New Orleans.*) This city is the largest town in Mississippi (population 14,834) and is situated on a high bluff on the right bank of the river. A few years ago the main channel was in front of the town, but the river broke through at the point where General Grant started to dig a canal during the war in order to cut off Vicksburg, and made a new bed for itself. This left the town on a side stream, which every year becomes more shallow and, in course of time, may become a lake. There is a large business done at Vicksburg, and from the Yazoo River country, a few miles above, large quantities of cotton are received. General Grant attacked the place in 1863 and besieged it for several months. After a gallant defense, during which the place was nearly pounded to pieces and the inhabitants driven to seek safety in caves dug in the hills, the town surrendered to the Union forces, on the 4th of July, 1863.

NATCHEZ. (*265 miles from New Orleans.*) The town of Natchez (population 12,210) is situated on a high bluff on the left bank of the Mississippi. The surrounding country produces large crops of cotton and the planters are very wealthy. Natchez-on-the-Hill is a pretty town, and its suburbs contain magnificent residences, belonging to planters owning large cotton estates in this vicinity.

MOUTH OF RED RIVER. (*200 miles from New Orleans.*) The mouth of Red River, a very turbulent and muddy stream, is but a short distance from the Atchafalaya River. Below this point the bright green cane fields appear for the first time and the traveller enters the sugar region of Louisiana.

BATON ROUGE. (*130 miles from New Orleans.*) Baton Rouge (in French "Red Stick"), population 11,269, is the capital of the State of Louisiana, and stands on the left bank of the river. It derives its name from a huge red cypress tree that formerly stood very prominently on the bank of the river. The bluff, on which the city is built, is the nearest high land to the sea in the Mississippi Valley. Below and opposite the lands are alluvial and are protected by a system of dykes, called levees. The State Capitol, destroyed by fire during the war, has been rebuilt and crowns the bluff, being visible for miles.



MISSISSIPPI RIVER STEAMBOATS.

On the spot where the old Spanish Fort stood, nestled in the trees, are the old U. S. Barracks and Arsenal, now used by the Louisiana State University, a large and flourishing military college. The inhabitants rebelled against the Spanish authority and one night attacked the fort. Carlos de Grandpré, a young Spanish officer, eighteen years of age, commanded the fort and only yielded it with his life. At Baton Rouge are located the Blind Asylum, the State Penitentiary, and other State institutions.

DONALDSONVILLE. (*79 miles from New Orleans.*) The town of Donaldsonville is situated at the junction of the Mississippi and Bayou Lafourche (one of the outlets of the Mississippi), and along its banks are located many fine sugar estates. Donaldsonville, once the capital of the State, has several fine buildings, and is situated in the centre of an extensive and highly productive sugar region, embracing some of the finest plantations in the world. A few miles below here (*on the left bank*) are the estates of the late John Burnside, the Sugar King of the United States. Mr. Burnside owned nine large plantations which produced large crops of sugar. For one of these places and its many slaves, he paid (before the war) one and a half million dollars, cash down. Donaldsonville is connected with the city by railroad.

COLLEGE POINT. (*61 miles from New Orleans.*) On College Point, fronting the river, is situated the large college conducted by the Marist order. Two miles above is the Convent of The Sacred Heart, a Catholic female educational establishment, conducted by Nuns of the Sacred Heart order. Around College Point, the celebrated *Pélique*, a kind of tobacco, very strong and much prized by smokers, is raised and prepared for market in a peculiar manner by the Acadian farmers.

BONNET CARRÉ POINT. (*40 miles from New Orleans.*) The river at Bonnet Carré Point makes a sharp bend around the point, which derives its name from its resembling the shape of a square cap. On the left side the river approaches within seven miles of Lake Pontchartrain, and, without doubt, in early times, found its way to the sea by that route. In 1871 and 1874 overflows (called *crevasses*) of more magnitude than in previous years occurred here, and inundations took place. That of 1874 was very destructive and the water spread over



MAGNOLIA—STATE FLOWER.

the country above and below, inundating many fine plantations. The river broke through the levee, fifteen feet high, with great force, making a report as loud as a cannon, the waters pouring through the opening creating a roar equal to Niagara. Attempts were made to stop the crevasse by the use of lumber and bags filled with earth, but all efforts were useless. The State Board of Engineers, in 1879, built a dam across the crevasse with the view to slacken the current and to cause the sediment of the river to precipitate itself and form the foundation for the new levee.

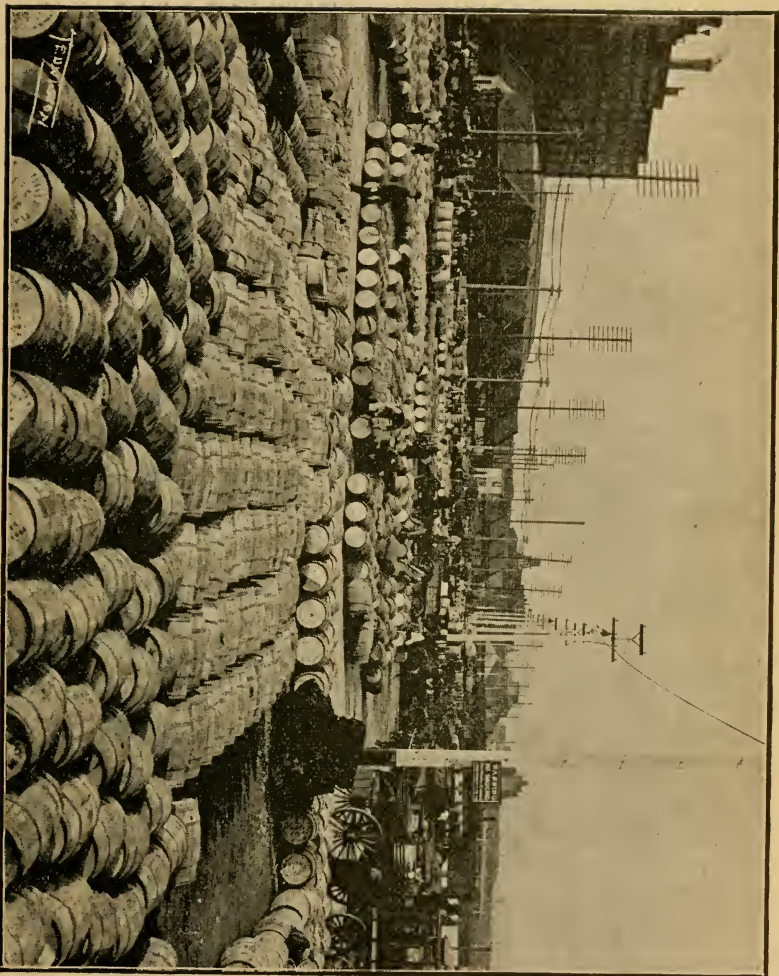
RED CHURCH. (*29 miles from New Orleans.*) The small red church on the left bank of the river is a very prominent landmark on the river; steamboatmen calculate the speed of their boats from the city to this point. It is also noted that the Mississippi here attains its greatest depth.

CARROLLTON. (*9 miles from New Orleans.*) New Orleans is reached at Carrollton, the point opposite, which is called "Nine Mile Point," is a noted landmark. The river makes a long bend below Carrollton, but the distance by land to the city is much shorter. Street cars from Carrollton to the city; time, 30 minutes; fare, 5 cents. The tourist taking a position on the upper deck of a steamboat has a fine panoramic view of the city, which lies at his feet, spread out, as it were, on a table. After passing the Audubon Park, and along the river front, lined with ships and steamers from all parts of the globe, the head of Canal street is reached and here the journey is at an end. *The centre of the city and the hotels are about six squares distant from the landing. Carriages and cabs meet all boats. See Hack tariff. Street cars, two blocks distant; fare, 5 cents.*

SEA ROUTE.

The traveller reaching New Orleans by the Sea Route enters the Mississippi River by South Pass through the Jetties. (See Jetties.) At the Jetties is situated Eadsport (*116 miles from New Orleans*), and at this point are located the works of the Jetty company. South Pass is ten miles long, very straight, and has a strong current.

HEAD OF PASSES. (*106 miles from New Orleans.*) At the head of the Passes or Delta, are located some works to force the current to flow into South Pass. The river at this point



SUGAR LANDING.

divides itself into three passes, forming the Delta of the Mississippi: Pass a l'Outre to the eastward; Southwest Pass to the westward, and between them South Pass, the land between the two outside passes and the sea deriving its name from its shape, resembling the Greek letter "Delta." Previous to the improvement of the South Pass all vessels, except those of very light draft, used the Southwest Pass. The ancient town of Balize, situated at the junction of Southeast and Northeast Passes, (branches of Pass a l'Outre,) so far inland, was at the time of its foundation by the Spaniards, directly on the seashore, but now the river has jettied far beyond.

QUARANTINE STATION. (*90 miles from New Orleans.*) All vessels have to stop opposite the Quarantine Station for inspection.

THE FORTS. (*72 miles from New Orleans.*) On the left bank of the river, (*right hand side going up stream,*) is Fort St. Philip, a casemated work, and, opposite, on the other bank, Fort Jackson. In the month of April, 1862, Admiral Farragut attacked the forts and during the night, amidst a terrific storm of shot, passed the forts and captured New Orleans.

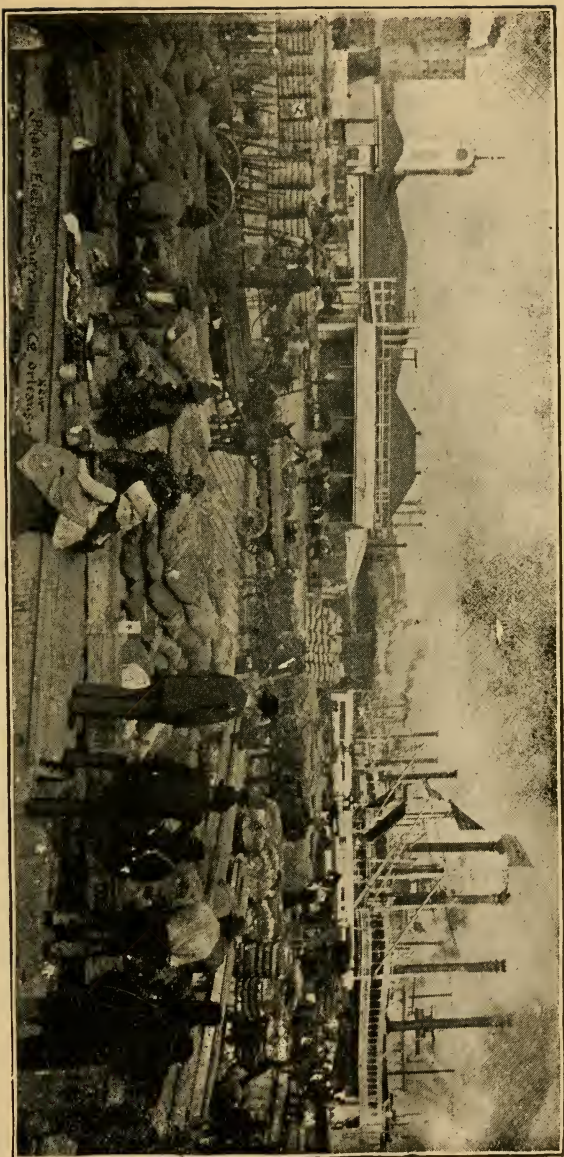
BURAS SETTLEMENT. (*68 miles from New Orleans.*) The lands in this section are devoted to the orange culture, and on the west bank large orchards are seen.

POINTE-A-LA-HACHE. (*45 miles from New Orleans.*) The town of Pointe-a-la-Hache is a small place on the left bank of the river and derives its name from the bend of the river, making the point resemble the head of a hatchet, and the name is consequently translated as Hatchet Point.

JESUITS' BEND. (*28 miles from New Orleans.*) In Jesuits' Bend the plantations are large and very fertile, producing heavy crops of sugar and rice. Here it was that the Jesuits first planted the sugar cane in Louisiana.

ENGLISH TURN. (*15 miles from New Orleans.*) Before reaching "the turn," as it is commonly called, on the left bank, are the splendid sugar plantations of Messrs. Milliken and Garr, and, on the right bank, the fine plantations called "Belle-chasse" and "Concession."

The river at this place, Shingle Point, makes a sharp turn,



LEVEE SCENE—HEAD OF CANAL STREET.

and sailing vessels experience great difficulty in making headway here. The great number of sailing vessels wrecked here in former times gave the name of "the graveyard" to the willows on the left bank of the river. The name of "English Turn" or "*Détour des Anglais*" was given from the fact that a short time after the settlement of the country by the French, the English entered the river with several ships of war to take possession. They were informed that the French had already done so, and had a large force on hand, so they proceeded no further than this bend, but turned about and put to sea again in a hurry. After leaving the Turn, and going a few miles up, are the Chalmette Railroad terminals (*left bank*). On this spot the Battle of New Orleans was fought, Jan. 8, 1815. (See Battle of New Orleans.) On the right bank the United States navy yard and floating dock, the second largest in the world. Proceeding up further, the Ursuline Convent on the left bank is a prominent building, and then the harbor of the city appears. Jackson Square is reached and at this place the steamer lands. *Carriages and cabs are waiting* (see Hack Tariff). *Cars, one block off, to Canal street (a half mile), fare 5 cents.*

BAGGAGE.

The New Orleans Transfer, office at No. 840 Common street, between Carondelet and Baronne streets. Its agents pass through all railroad trains and meet all steamers approaching the city. They will check and deliver your baggage promptly on arrival to the hotels and private residences. The traveller pays the transfer agent and exchanges his railroad or steamship checks for Transfer's printed receipt. This receipt is delivered to the driver of the baggage van on receipt of the baggage. Parties stopping at the hotels should leave the Transfer receipts with the clerk of the hotel.

The New Orleans Transfer will also check your baggage on departure from any part of the city (hotels or residences) direct to destination, including all points in the United States, Canada, Cuba, and to borders in Mexico, and points reached by the United Fruit Company's steamship lines, upon presentation of tickets at the office, otherwise depot claim checks are issued. It is therefore prudent to get your baggage checked from residence to avoid the confusion around the depot at train time.

All baggage left at the depot *will be subjected to storage charges* for each piece at the rate of 25 cents for the first twenty-four hours or fraction thereof, and 10 cents for each succeeding twenty-four hours or fraction thereof.

NEW ORLEANS TRANSFER BAGGAGE RATES TO ALL POINTS IN THE CITY.

Canal street to Napoleon avenue, one piece.....	50 cents
Canal street to Napoleon avenue, each additional piece.....	25 cents
Canal street to Napoleon avenue, four or more pieces, per piece.....	25 cents
Canal street to Jourdan avenue, one piece.....	50 cents
Canal street to Jourdan avenue, each additional piece.....	25 cents
Above Napoleon avenue and below Jourdan avenue, one piece....	75 cents
Above Napoleon avenue and below Jourdan avenue, two or more pieces, per piece	50 cents

Special rates made as to quantity and time. Baggage called for and transferred from house to house by orders left at the office, or by 'phones 817.

Coaches of the New Orleans Transfer meet all trains. Fare, 25 cents to hotels and vicinity.

TABLE OF DISTANCES.

Compiled for the Guide by L. H. Pilic, formerly Deputy City Surveyor.

The blocks, or squares, vary in length, but generally a block measures 320 feet, making about 13 blocks or squares to the mile.

FROM CANAL STREET UP ST. CHARLES STREET AND AVENUE—

To Lee Place (3716 feet)	0.70 miles
To Jackson avenue	1.47 miles
To Washington Avenue	1.88 miles
To Louisiana Avenue	2.24 miles
To Napoleon avenue	2.93 miles
To lower corner of Park	4.15 miles
To Carrollton	4.70 miles

FROM CANAL STREET UP CAMP OR MAGAZINE STREET—

To Julia street	0.65 miles
To Felicity Road	1.41 miles
To Jackson street	1.70 miles
To Washington avenue	2.16 miles
To Louisiana avenue	2.54 miles
To Napoleonville avenue	3.30 miles
To the Park	4.84 miles

FROM CANAL STREET DOWN CHARTRES STREET—

To Esplanade street	0.97 miles
To Northeastern Railroad Depot	1.62 miles

FROM HEAD OF CANAL STREET TOWARDS LAKE—

To Rampart street	0.70 miles
To Claiborne street	1.09 miles
To Broad street	1.82 miles
To Metairie Ridge Road	3.60 miles
To Lake (West End) via Shellroad	6.61 miles

FROM CANAL AND ROYAL STREETS VIA RAMPART AND ESPLANADE AVENUES—

To Fair Grounds Race Course	4.00 miles
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FROM HEAD OF CANAL STREET ALONG RIVER BANK—

To Ursuline Convent	2.75 miles
To Jackson Barracks	3.10 miles

WIDTH OF MISSISSIPPI RIVER—

From bank opposite Jackson Square to Algiers Point (formerly called Slaughter House Point), 2250 feet, equivalent to.....0.42 miles

HACK AND CAB TARIFF.

City Ordinance No. 1183, N. C. S., adopted April 4, 1902.

Carriages and cabs meet all trains and boats and the rates are fixed by the above ordinance, copy of which must be posted in each vehicle, and the driver must wear on the outside front of his coat a numbered badge. Violations of the ordinance are punished by fine and imprisonment, and complaints must be made at the Mayor's office, City Hall, or to the Chief of Police.

All depots are on the city side of the river, but if a carriage or cab has to cross the river the passenger or passengers shall pay the ferriage to or from any hotel and the following depots or steamboat landings, between Julia and St. Louis streets. Hand baggage free. Trunks 25 cents each, unless otherwise agreed upon.

Union Station: Illinois Central Railroad, Mississippi Valley Railroad, Louisville and Nashville Railroad, 50 cents per passenger.

additional half mile or part thereof, 50 cents.

Texas and Pacific Railroad, Southern Pacific Railroad, 75 cents per passenger.

New Orleans and Northeastern Railroad, 75 cents per passenger.

One horse cab or vehicle (6 a. m. to 9 p. m.): One passenger, one mile or part thereof, 50 cents; for each additional passenger, 50 cents; for each additional half mile or part thereof, 25 cents.

Two-horse carriage or vehicle (6 a. m. to 9 p. m.): One passenger, one mile or part thereof, \$1; for each additional passenger, 50 cents; for each additional half mile or part thereof, 50 cents per passenger.

NIGHT RATES—9 P. M. TO 6 A. M.

One-horse cabs or vehicles: One passenger, one mile or part thereof, 75 cents; for each additional passenger, 50 cents; for each additional half mile or part thereof, 50 cents.

Two-horse carriages or vehicles: One passenger, one mile or part thereof, \$1; for each additional passenger, \$1; for each Children under 12 years, half of the above rates.

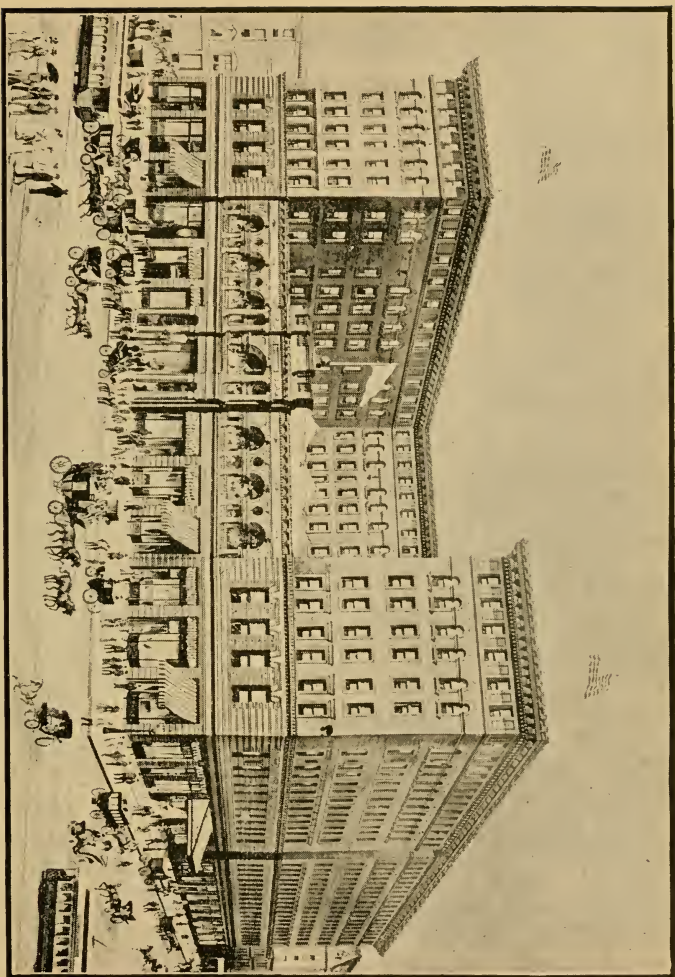
CARRIAGES AND OTHER VEHICLES BY THE HOUR.

Cab or carriage, \$1.50 for the first hour and \$1 for each succeeding hour or fractional part thereof for the entire cab or carriage.

For distances in th city, see *Table of Distances*.

PLEASURE VEHICLES.

Fine carriages for driving or visiting can always be had at Johnson's Stables, Magazine and Julia streets, or Prytania and Washington avenues. Carriages first-class. Rates reasonable.



NEW ST. CHARLES HOTEL.

HOTELS.

New St. Charles Hotel, No. 215 St. Charles street. One square from Canal street. 465 rooms. Elevators. American plan: \$3.50 and up. European plan: Rooms \$1.50 and up.

Hotel Grunewald, No. 120 Baronne street, near Canal street. 320 rooms. Elevators. European plan: Rooms \$1.00 and up.

Cosmopolitan Hotel, No. 128 Bourbon street, near Canal street. 125 rooms. Elevator. European plan: Rooms \$1.50 and up.

Commercial Hotel, No. 204 Royal street, corner Customhouse street, one square from Canal street. 170 rooms. Elevator. European plan: Rooms \$1.00 and up, bath included.

Hotel Denechaud, No. 348 Carondelet street, four squares from Canal street. 100 rooms. Elevator. American plan: \$2.00 per day and up; European plan: Rooms \$1.00 and up. French cuisine.

Hotel de Louisiane, No. 717 Customhouse street, one square from Canal street. 50 rooms. (In the old Zacharie mansion.) Celebrated for its fine French and Creole cuisine. European plan: Rooms 50 cents and up, bath included.

Park View Hotel, No. 618 Camp street, opposite Lafayette Square, five squares from Canal street. 50 rooms. Elevator. American plan: \$1.00 and up; European plan: Rooms 50 cents and up, bath included.

St. Charles Mansion, No. 826 St. Charles street. 50 rooms. European plan: Rooms \$1.00 and up.

Fabacher's Hotel, No. 709 Customhouse street. European plan: Rooms 75 cents and up, including bath.



CAMP STREET.

ACCOMMODATIONS.

RESTAURANTS.

Many persons who live in furnished rooms take their meals at restaurants, or have them sent, especially if ladies, to their rooms. Ladies do not generally dine in the open saloon of the restaurants, except during the Carnival week, when there is a great crowd. Rooms are attached to all restaurants where ladies may dine with or without escorts. At all these places the charges are *a la carte*—that is, each dish ordered is charged separately, and each dish called for is only sufficient for one person. All restaurants in the city take boarders by the month or week, and two meals per day only are furnished. No particular hour is fixed and each party has a table to itself. The number of dishes ordered is not restricted, except that game, or other dishes, the first of the season, are not generally served without an extra charge. Wine is cheap, and usually the price of board is fixed with or without wine. Hours for breakfast, 8 to 12 m.; dinner, 3 to 7 p. m. The restaurants are kept by Frenchmen and in the French style. The dishes are a mixture of French and Creole cooking, which is highly seasoned and is much appreciated by "*bon vivants*." Strawberries appear in the middle of winter, but come into season in March and last until end of April. Mespilus plums (Japanese plums) ripen early in the Spring. Dewberries appear in April and last about three weeks. Blackberries ripen about June and remain in season until July. Peaches make their appearance in May and last until September. Canteloupes or Musk-melons and Water-melons are in season in June. Figs make their appearance in July, and last six weeks. New potatoes and green peas come in during February, and artichokes in April. Wild ducks, snipe, woodcock and partridges are plentiful in the winter season. Rice Birds, Papabottes and other birds are much prized by "*gourmets*." Pompano, an expensive fish, is the fish that is most prized. Sheephead, Red-fish, Red-snappers, Shrimp, (from lake and river,) are excellent fish. Out of the Crayfish (pro-

nounced *crawfish*) is made the celebrated "*Bisque Soup*." Green turtle is very plentiful and can always be had. The restaurants have rooms where large dinners can be served in elegant style. For such dinners, special arrangements are made in advance at so much a head. At the Lake Ends, the termini of each railroad line, are excellent restaurants, and breakfast or dinner parties are often made up for excursions to these resorts. Bégué's, No. 823 Decateur street, is a great place for Bohemian breakfasts for ladies and gentleman at 11 o'clock (\$1.00 including wine). As there is always a demand for seats they should be reserved by telephone. (No. 2996-32.)

BOARDING HOUSES.

All through the city are scattered innumerable boarding houses, at which the prices of board vary from twenty dollars per month upwards, according to location, style of house, and accommodation. Board is payable by the month or week, according to agreement. In the newspapers may be found advertisements which will indicate where board and lodging may be obtained. The principal streets where the boarding houses may be found are Camp and St. Charles streets above Lafayette Square, Prytania street, Canal street, and the first block on Dauphine street from Canal street. The better class of the houses are on St. Charles avenue.

ROOMS.

Rooms and suites of apartments are to be had all over the city. Many persons, especially colored women, make it a business to keep furnished rooms or "*chambres garnies*," as they are called here. Prices of rooms, lodging only, vary from \$10 per month upwards. Gas is usually an extra charge and sometimes meals will be furnished. The best streets are Rampart, Canal, University Place (between Common and Canal streets), the lower part of Royal street, Dauphine street (between Canal and Customhouse streets), Bourbon street (between Canal and St. Louis streets). Rooms to let are generally indicated by small signs hanging from the galleries.

LUNCH HOUSES.

In New Orleans all the bar-rooms, or *coffee-houses*, as they were formerly called, are a combination of the French *café* and

the American bar. In some of them seats were provided, but gradually the custom of taking drinks seated has fallen into disuse. The saloons are very handsomely decorated and some provide excellent liquors. The price of drinks, mixed and plain, is 10 or 15 cents. At nearly all these establishments, between half-past eleven and one o'clock, free lunches are spread for those who patronize the bar. These lunches consist of soup, fish, meat, vegetables, salads, etc. Ladies do not resort to these places, but at Lopez', on Canal street, at the Christian Woman's Exchange, corner Camp and South streets, and McCloskey's, 807 Canal street, (cakes, soda, coffee only,) excellent lunches can be had at reasonable prices.

FURNISHED AND UNFURNISHED HOUSES.

Furnished and unfurnished houses can be rented by applying to the several Real Estate agents in the city. The rents vary according to the house, location and contents. All leases are made generally to date from October 1st to September 30th, but sometimes houses can be hired for a shorter period of time. The leases are always in a printed form and impose certain obligations on tenants. Rents are payable monthly, for which payments the lessee generally furnishes his notes, which are identified with the lease and are made payable at some bank in the city. Servants, white or colored, can be procured through advertising in the want columns of the newspapers and should furnish good references. Wages: Cooks \$10 to \$25; Waiters \$15 to \$30; Chambermaids \$10 to \$20. Milk, bread and ice are delivered at the house. Groceries can be ordered by postal card or telephone, and are delivered at the house. Wood is purchased from neighboring wood shops. Coal, at any coal merchant's, is sold at so much per barrel, but in not less quantities than a cart-load (ten barrels). Coke is purchased also at the coal merchant's, at 35 to 45 cents per barrel in loads of not less than ten barrels. Gas costs \$1.40 per thousand. Application for gas must be made at the Gas Office (corner of Baronne and Common streets) from 9 a. m. to 3 p. m. and a deposit of \$5 made before the gas is turned on. When the gas is cut off, the deposit is returned with interest added.



COURTYARD—FRENCH QUARTER.

RESTAURANTS.

Antoine's, No. 713 St. Louis street. Celebrated for its French and Creole cuisine and specialties.

Cosmopolitan, No. 124 Bourbon street.

La Louisiane (*Bezaudin's*), No. 717 Customhouse street. French cuisine.

Lamothe's, No. 137 St. Charles street.

Victor's, No. 209 Bourbon street.

Dénéchaud's, No. 348 Carondelet street.

Fabacher's, No. 137 Royal street.

Brasco's, No. 740 Gravier street.

Bégué's, No. 823 Decatur street, for breakfast only, and celebrated as one of the resorts of gourmets and for Bohemian breakfasts (ladies and gentlemen) daily at 11 o'clock. \$1.00, including wine. Seats have to be retained in advance. Telephone 2996-32.

Christian Woman's Exchange, Camp and South streets.

BEER SALOONS.

Cosmopolitan, No. 123 Royal street.

Goebel's, No. 106 Royal street.

Redwitz, No. 632 Common street.

SALOONS.

Ramos, No. 306 Carondelet street. Celebrated for its Gin Fizz.

Sazarac, No. 118 Royal street. Known for its Sazarac Cocktails.

Old Absinthe Room, No. 238 Bourbon street. Famous for its Absinthe.

Crescent Hall, No. 107 St. Charles street.

CONFECTIONERS.

Lopez, No. 922 Canal street. Celebrated for chocolate and French patisserie.

McCloskey's, No. 807 Canal street and 320 St. Charles street. Famous for its mead.

Domecq's, No. 835 Canal street.

May's, No. 601 Canal street. Soda water and ice cream.



MASONIC TEMPLE.

Fuerst & Kramer's, No. 828 Canal street.

New York Confectionery, No. 722 Canal street.

Mannessier's, No. 701 Royal street.

BATHS.

St. Charles Hotel Baths, No. 724 Common street. Turkish and Russian baths, \$1.00; plain baths, 30 cents. Open day and night. Ladies' days, Mondays, Wednesdays and Fridays, 8 a. m. to 3 p. m.

Gaupp's Baths, No. 828 Conti street. Turkish and Russian baths, 50 cents; sulphur baths, 50 cents; plain baths, 25 cents. Open from 7 a. m. to 10 p. m. Ladies' day, Thursday.

Swimming Baths, at Lake End; 15 and 25 cents.

BARBERS.

St. Charles Hotel.

Voelkel's, No. 725 Common street.

Tony's, No. 126 Carondelet street.

Hubener, No. 713 Common street.

Hirn's, No. 120 Royal street.

ANTIQUES AND BRIC-A-BRAC.

Hawkins, No. 224 Royal street.

Schmidt, No. 218 Royal street.

Waldborn, No. 337 Royal street.

BOOKSELLERS AND STATIONERS.

F. F. Hansell & Bro., Ltd., No. 714 Canal street.

SANITARIUHS.

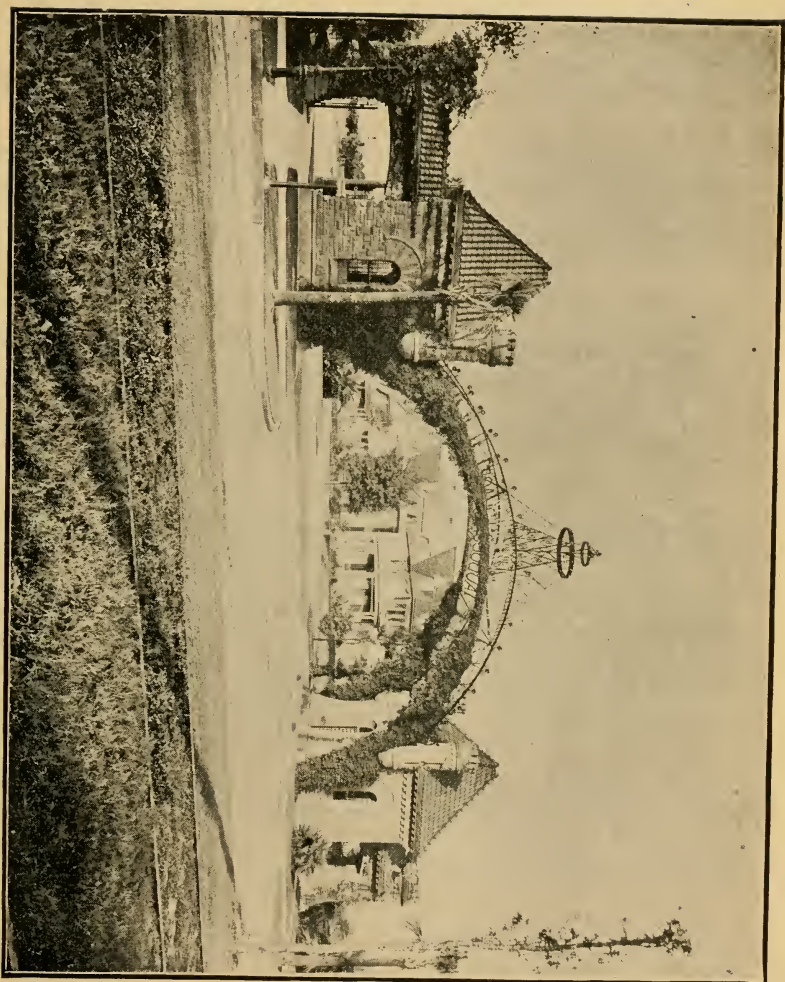
Hotel Dieu, Tulane avenue and Galvez street. Conducted by the Sisters of Charity.

Touro Infirmary, No. 3516 Prytania street.

New Orleans Sanitarium, No. 731 Carondelet street.

Louisiana Retreat for the Insane, No. 962 Henry Clay avenue. Conducted by the Sisters of Charity.

Kneipp Water Cure, North Peters and Flood streets.



ENTRANCE—AUDUBON PLACE.

TELEGRAPH OFFICES.

Western Union Telegraph Co., No. 301 St. Charles street.

Postal Telegraph Cable Co., No. 228 St. Charles street.

Ocean Towboat Telegraph, No. 727 Common street.

East Louisiana Telegraph Line, No. 618 Common street.

DISTRICT MESSENGER OFFICES.

American District Telegraph Co., No. 614 Gravier street.

National District Telegraph Co., No. 301 St. Charles street.

American Telegraph & Telephone Co., No. 227 St. Charles street.

EXPRESS OFFICES.

Southern Express Co. (Adams'), No. 726 Union street.

Pacific Express Co., No. 726 Union street.

American Express Co., No. 317 St. Charles street.

Wells-Fargo Express Co., No. 204 Camp street.

TELEPHONE OFFICE.

Cumberland Telephone, Carondelet and Poydras streets.

SOCIAL MANNERS AND CUSTOMS.

The social manners and customs of New Orleans, a mixture of the French, Spanish and English, are somewhat different from those of other parts of the United States, and, as their peculiarities are rigidly adhered to, a few words on this subject may be found useful.

The tourist, if he has friends in the city that he wishes to see, should immediately on arrival, unless he desires to call at their office, send his visiting card by city post or by district messenger to the parties, taking care to write his full address on the card. The arrivals at the principal hotels are published in full by all the daily papers, but often, as during the Carnival week, the crowd is so great that some names may be accidentally omitted, or a name, in the great number of arrivals published, may escape the notice of friends. *Letting your friends know immediately that you are in the city is one of the best ways of obtaining invitations to balls and other festivities.* Ladies and gentlemen call on strangers at the hotels on Sundays after church or during the week days and evenings, especially the gentlemen, between 7 and 8 p. m., at which latter hour all theatres open. Gentlemen call on reception evenings, on Sundays after church hours between 1 and 3 p. m., and on Sunday evenings from 6 to 10 p. m.

Balls and Parties. The season of balls and parties begins about the 15th of December and lasts until Ash Wednesday, the first day of Lent. For these entertainments, which begin at 9 p. m., formal written or engraved invitations are sent which should be accepted or declined in writing.

Breakfasts. During the Spring breakfast parties are given at some restaurant, or at the Lake, and the hour usually chosen is 10 o'clock. A favorite place is Bégué's, No. 823 Decatur street. Breakfast \$1.00, including wine.

Lunches. During the Winter and also in the Lenten season lunches are given at private residences. These entertainments,

which are almost exclusively for ladies, take place about 11 or 2 p. m., and last until 6 p. m. The ladies attend in visiting dress, and sometimes there is music, but no dancing.

Dinners. In the Winter season and in Lent, dinners are constantly given. To those for which formal invitations are issued an acceptance or regret should be sent immediately. Formal dinner parties begin at 6 or 7 p. m. and end at 11 or 12 p. m., and full evening dress is the usual costume. The customary dinner hour for families is 5 p. m., but many do not dine until 6:30 p. m. The custom of dining socially with friends on Sundays prevails, and such dinners, for which invitations are often made as late as the morning of the day itself, are verbal and are generally for 4 o'clock.

Suppers. Suppers are often given at the restaurants or confectioners after the theatre is out, but do not last very late.

Theatres. The theatres all commence at 8 o'clock, except the French Opera which begins sometimes earlier when a long opera is to be given. Visiting costume is sufficient for all theatres except the French Opera, where full evening dress (ladies without bonnets) is usual for those in the box tiers. The custom of young ladies attending the theatre alone with a gentleman does not generally prevail, as in other cities.

Churches. High-mass is celebrated at all Catholic churches at 10 or 11 a. m., and ends at 12 m. or 1 p. m. The services at all the Protestant churches begin at 11 a. m., and end at 1 p. m. The morning services are well attended, but the evening services are neglected.

Promenades. The hour for promenades in Winter is from 3 to 6 p. m. In Summer from 6 to 8 p. m. Canal street is the usual resort. Up town. Prytania, Jackson, St. Charles and the cross streets are much frequented. Down town, Rampart and Esplanade streets are the favorite walks.

Driving. The hours for driving vary according to the seasons. In Winter from 3 to 6 p. m. In Spring a little later. In Summer after dinner from 6 to 8 p. m. Driving parties of three or four are often formed. (See Drives.)

Riding. The custom of horseback riding does not prevail in the city as much as at the North. Good saddle horses can be

had at the livery stables and the usual ride is up St. Charles avenue. The usual hours are, in Winter 3 to 6 p. m. In Summer 6 to 8 p. m.

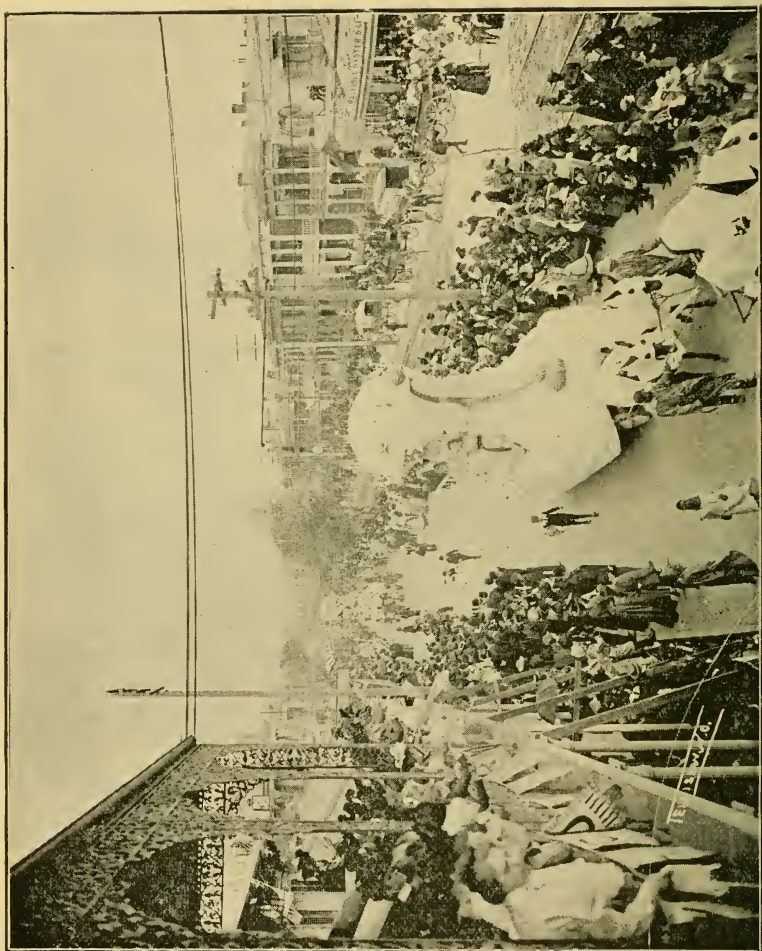
Bicycling. The level roads around the city are the delight of all lovers of the wheel. St. Charles, Carrollton, Tulane, Canal, Esplanade avenues, are much used and the famous shell road to West End on Lake Pontchartrain is one of the favorite rides.

Races. The races commence in November and last 100 days. The last day of the meeting generally closes with a four mile race, and is largely attended. The races take place at the Fair Grounds, and begin at 2 p. m. Admission to the grand stand \$1, ladies 50 cents. Cars on Canal street, fare 5 cents.

Clubs. The leading clubs are seven in number. All the clubs are on the *open* plan (except the Louisiana Club), and strangers are invited by members for a limited time.

Flowers. Bouquet stands, corner of Royal and Canal streets. Floral designs made by hand in Florists' stores on Canal street.

Invitations to Carnival Balls. The Knights of Momus, the Mystick Krewe of Comus, the Knights of Proteus and the Court of Rex, are mystic organizations which give annual balls during Mardi Gras. These balls are very large and handsome affairs preceded by tableaux, and the stranger should not fail to attend them if he can get an invitation. To secure one he should see his friend at once on arrival in the city. The Momus ball takes place the Thursday before Mardi Gras; Proteus, the Monday before Mardi Gras, and the Mystick Krewe and Rex balls on Mardi Gras night. If no invitations to any of these entertainments are received shortly after arrival in the city or after the tourist's card has been sent to his friends, it would be well to mention the fact to any friends who may call. *If the tourist has no friends in the city it is considered proper to address a note to any of these societies, through the Post Office asking for invitations.* In this request give each name in full, where from, and, above all, the precise address (number and street, if at a private house) where you wish the invitation delivered. If the invitation committee of these secret societies decide that the invitation shall be issued, it is at once sent to the address indicated, but, sometimes, owing to the number of



MARDI GRAS PAGEANT.

invitations amounting to several thousands, it may not reach the proper destination until the afternoon of the ball. These invitations are *strictly personal and are not transferable*. Any one detected endeavoring to enter on another person's invitation, (especially at the Momus, Revellers, Proteus and Comus Balls) is refused admittance at the door by the committee of gentlemen who have charge of the ball. Ladies and gentlemen are expected to be in *full evening dress* at the Revellers, Momus, Proteus, and Comus balls. A lady with a bonnet is not permitted to enter the lower tier of seats, but is escorted by a gentleman of the committee to an upper gallery and is not expected to venture on the floor of the ball-room. Invitations to these balls do not require any acceptance or regret. During the Winter balls are given by the Twelfth Night Revellers, the Atlanteans, the Elves of Oberon, Mithras, the Falstaffians, Nereus, Comus and other mystic societies.

Visiting. The etiquette of receiving and returning visits and of leaving cards on departure after a prolonged stay is rigorously adhered to, and strangers should be careful to observe these customs. Reception days for ladies are kept very generally, and the hours are from 1 to 6 p. m., but some ladies receive any day. Gentlemen, if strangers, also call on these days. The reception day of a lady is stated on her card, and when no day is given the lady has no reception day. Ladies whose sojourn in the city is limited, can call on Sunday, after church hours, between 1 and 3 p. m., and in the evening.

Boating. Annual rowing regattas take place on the Lake. The St. John Club, the leading rowing organization, has a club house at the West End. Also, the West End and other clubs and boat-houses are situated at this resort.

Yachting. The proximity of the lake permits great indulgence in this favorite sport. At the West End is the Southern Yacht Club, a large and fine building near the end of the Canal. Regattas take place here in May and June. On these occasions the Club House is open to invited guests. Yachts can be hired by the hour at moderate prices. For a cruise of several days cabin yachts with crews can be hired at reasonable rates.

Cock-Fighting. This sport has many votaries among the Creole and Spanish population. Mains take place every Sun-

day from 9 a. m. to 4 p. m. at the cock-pit at the Carrollton Protection Levee. (*Take the St. Charles avenue cars, on Canal street.*)

Hunting. The hunting season opens September 15th. The plantation fields around the city are the usual places to find small game. For ducks, the bayous on the L. & N. Railroad are the best places. Hunting information can be obtained at Rhodes' gun store, No. 307 St. Charles street.

Fishing. The Lake and bayous on the L. & N. Railroad are the favorite grounds. For further information, apply to Rhodes' Sporting Depot, No. 307 St. Charles street.

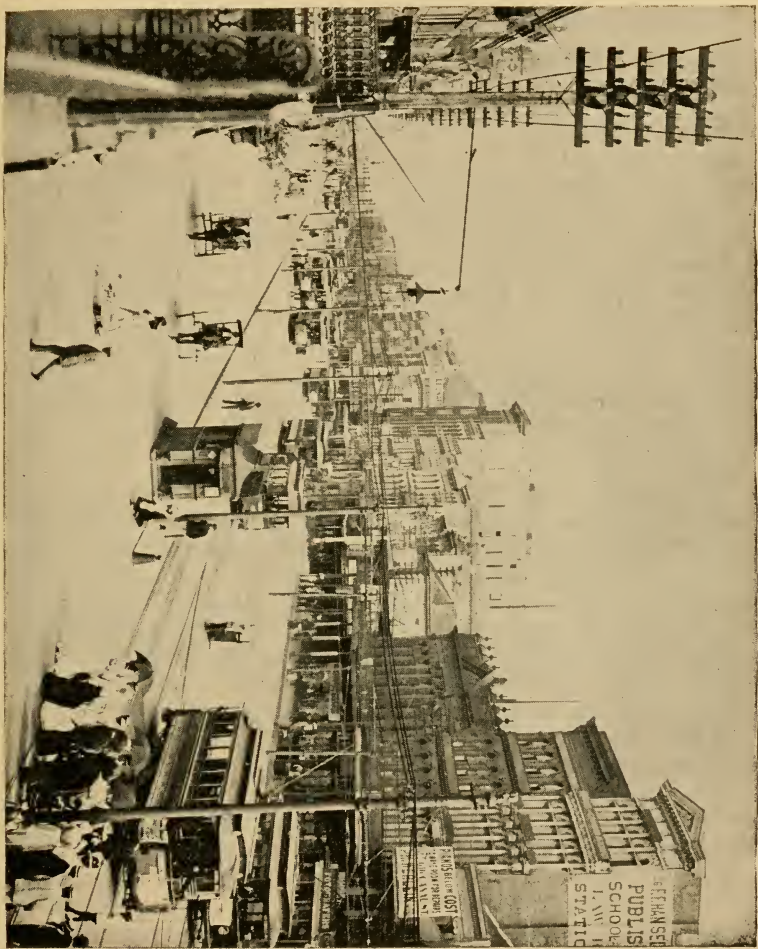
AMUSEMENTS AND HOLIDAYS.

THEATRES. During the Winter and Spring, the opera and theatres (see amusements) are open, and all the leading theatrical novelties and plays are produced by traveling combinations.

CHRISTMAS. This holiday is observed by the Americans in the usual old English manner, but among the Creoles it is only a religious festival. Midnight Mass on Christmas Eve, with fine music, is celebrated in the Catholic churches, and on Christmas morning there is High Mass with music, at 10 and 11 o'clock.

NEW YEAR'S DAY. The usual visiting custom is limited to relatives and intimate friends, and this day is celebrated among the Creoles like Christmas among the English, sending presents to friends and having large family dinners.

JANUARY 6TH. Twelfth Night, "*the Jour du Roi*," or King's Day among the Creoles. It is celebrated by a large ball, given by the Twelfth Night Revellers, a mystic organization, at which a cake, containing a locket in the shape of a bean, is cut for their young lady friends, and the young lady who is fortunate in finding the bean is crowned Queen of the festival. There are also many other bean-cake parties given among the Creoles, as it is a favorite amusement with them, and the one drawing the bean is called upon to give the party next year. At this time large ring cakes with a bean (generally a pecan nut) inside are sold at the confectioners'.



CANAL STREET.

JANUARY 8TH. Anniversary of the Battle of New Orleans. A review of the militia by the Governor.

FEBRUARY 22ND. Washington's Birthday, balls and a review of the militia by the Governor take place.

MARDI GRAS CARNIVAL.—The Carnival season winds up with many festivities. It is commonly known as *Mardi Gras*.

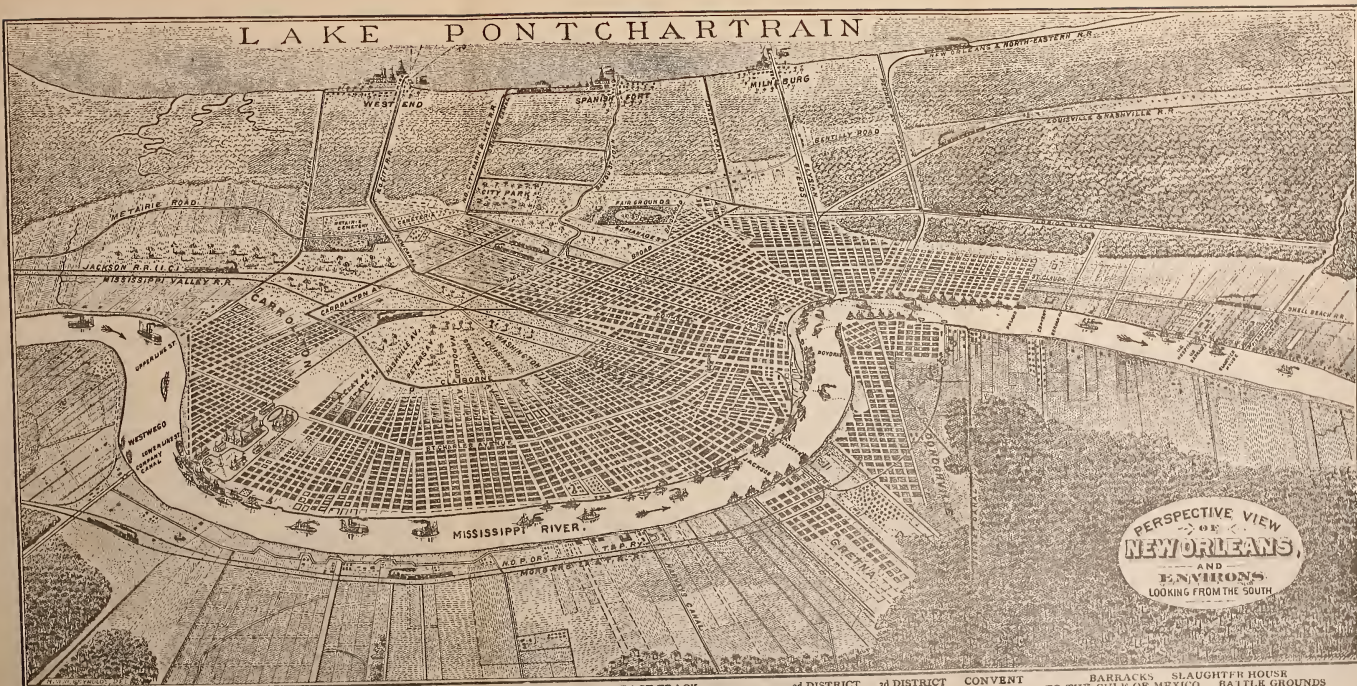
SHROVE MONDAY.—This day, called by the French *Lundi Gras*, is celebrated by the reception of the King of the Carnival. His Majesty (called "Rex") arrives in state at the foot of Canal street and, escorted by the military and the Dukes of his realm, visits the City Hall, where the keys of the city are presented to him by the Mayor. The King then goes to the St. Charles Hotel and holds a reception. In the evening, His Majesty, attended by a brilliant suite, visits the theatres in state. The entrance of the King and his court into the royal state box is heralded by the orchestra playing the royal anthem. Also, on this evening, the ball of the *Knights of Proteus*, with a street pageant, takes place, followed by a ball at one of the theatres.

MARDI GRAS. This, the great day of the Carnival, was formerly celebrated in different ways. The throwing of flour or confetti, in former times the custom, is forbidden. At 12 o'clock the Rex procession appears, the route of which is announced in the daily papers. After parading the streets, the King passes the Boston Club and selects his Queen from the ladies on the gallery by presenting her with a bouquet and drinks her health. He then retires to his palace, where a grand ball takes place in the evening. The Queen appoints her Maids of Honor, and then a reception takes place in the throne-room. At dark, all maskers retire from the streets, and, at 8 o'clock, the "*Mystick Krewe of Comus*" comes out of their mysterious den. The route of this procession is generally illuminated, and the streets are thronged with a dense mass of humanity. The "Krewe" retires to one of the theatres, and, after a series of tableaux, a ball takes place.

ASH WEDNESDAY. The day following Mardi Gras is Ash Wednesday, and is celebrated as a church fast, being the first day of the forty days of Lent. On this day Roman Catholics visit their churches, and have a cross in ashes made upon their foreheads as a token of humility.



LAKE PONTCHARTRAIN



PERSPECTIVE VIEW
OF
NEW ORLEANS,
AND
ENVIRONS.
LOOKING FROM THE SOUTH

9 MILE POINT EXPOSITION CEMETERIES RACE TRACK 2d DISTRICT 3d DISTRICT CONVENT BARRACKS SLAUGHTER HOUSE
CARROLLTON (7th DISTRICT) 6th DISTRICT 4th DISTRICT CENTRE OF CITY CATHEDRAL TO THE GULF OF MEXICO BATTLE GROUNDS
FRENCH MARKET JAN. 8th, 1815.

ST. JOSEPH'S DAY. This day, called by the French "Mi-Carême" or Mid-Lent, is a great occasion for balls and jollifications, as the observance of the fasting is suspended for a day.

PALM SUNDAY. A church festival, commemorating the entry of the Saviour into Jerusalem, is celebrated by the blessing of palm leaves and *latanier* ornaments in the Catholic churches.

HOLY WEEK. This week is strictly observed in the city.

MAUNDAY, OR HOLY THURSDAY. Services in all the churches, including the washing of the feet of twelve poor men by the Archbishop, at the Cathedral, in commemoration of the Saviour washing the feet of his Apostles. *Tenebrae*, at 3 o'clock in all Catholic churches and services in the Episcopal churches.

GOOD FRIDAY. Legal Holiday. Services in all the churches, Catholic, Episcopal, and Lutheran. No bells are rung, no music is heard in the Catholic churches, and their altars, denuded of all ornaments, are covered with crape. Before the altar is a crucifix which all devout Catholics kiss.

HOLY SATURDAY. On this, the last day of Lent, in all the Catholic churches, the oils and the water to be used in baptism and extreme unction during the year are consecrated. The Pascal candle is lighted.

EASTER SUNDAY. Easter is observed in the Catholic, Episcopal and Lutheran churches by services with fine music. The Jesuit's church music is considered the best. Easter eggs, colored in a variety of styles, are sold in quantities.

SPRING ENTERTAINMENTS. After Easter, charitable entertainments take place, and are the resort of fashion.

CORPUS CHRISTI DAY (in French, *Fête Dieu*). Formerly celebrated by a procession of the Archbishop and Clergy around Jackson Square bearing the Sacrament, but now the procession now takes place inside the Cathedral.

JULY 4TH. The National Holiday is honored by a parade of the militia, and a review by the Governor.

SEPTEMBER 14TH. Anniversary of the fight against the Republican Kellogg State government of 1874. This day is

sometimes celebrated by a parade and the graves of those who fell in the fight and are decorated with flowers.

NOVEMBER 1ST. All Saints Day, in French "La Toussaint." A day on which it is the custom to visit the cemeteries. The tombs are decorated with flowers and ornaments. In the Creole cemeteries lighted candles are sometimes placed at the graves. In the afternoon, the Societies visit the cemeteries with bands of music playing dirges. Services are also held in some of the graveyards. The stranger on this day should visit the old St. Louis Cemetery on Basin street, three blocks from Canal street (see Cemeteries).

DIRECTIONS FOR THE TOURIST.

The houses are all numbered by 100 to the square, starting from Canal street, up and down, and the cross streets from the River.

GENERAL DIRECTIONS.—To visit the principal points of interest with care and comfort, and without loss of time, it is best to take a carriage by the hour, but many strangers prefer the street cars on account of economy and easy riding. The city is perfectly level, and, consequently, the speed of the cars is greater than in other cities. Lines of railroads radiate from Canal street all over the city, and the cars, which, on some lines, from the narrowness of the streets, are obliged to go up one street and down the next, are clean, and the fare is only 5 cents. Before starting out, consult the programme, as given below, and select such sights as you desire. In this guide the sights are minutely described and arranged alphabetically, and to them the tourist must constantly refer. Study the car system and much time will be saved. To obtain a good idea of the city and its extent, go first to the Hennen Building, corner Carondelet and Common streets and ascend to the roof (15 cents admission) and a magnificent view of the city is obtained from this elevation. (See Hennen Building Observatory.) If the Tourist happens to be in New Orleans in Winter, the best hours for sight seeing are from 10 a. m. to 4 p. m.; in Summer, the early morning hours are preferable on account of the heat in the middle of the day.

CENTRE OF CITY.—The centre of movement is at Canal street, St. Charles and Royal streets.

PRINCIPAL STREET.—Canal street, with the Clubs, Shops and Confectioners, is the dividing line between the old French and the new American parts of the city.

SIGHTS OF THE CITY.—French Opera, Archbishop's old Palace, Cabildo and old Spanish Court buildings, old Creole houses, Tulane University, Tulane Museum (*Natural History, Painting, Medical*). Cemeteries: the Metairie (*fine monu-*

ments) ; St. Roch's (*chapel and wishing shrine*), Old St. Louis, on Basin and Conti streets, Cathedral, Jesuits' Church, St. Joseph's, St. Alphonsus', City Hall, Public Library, Custom-house (*beautiful white Marble Hall and fine view from the roof*), Cotton Presses, Memorial Hall (*very interesting war relics, etc.*), Ice Works, Howard Library, Margaret's Monument, U. S. Mint (coinage of money), Levee, Cotton Exchange (*bulls and bears future ring*), Jackson Square Monument.

SIGHTS OF ENVIRONS.—Battlefield of New Orleans and Chalmette Cemetery, West End, Spanish Fort (*Lake Pontchartrain*), Audubon Park (*conservatory of palms and tropical plants*), Slaughterhouses, Sugar Plantations, Eads' Jetties (two days by boat and cars), Lake Shore Resorts on Mississippi Sound.

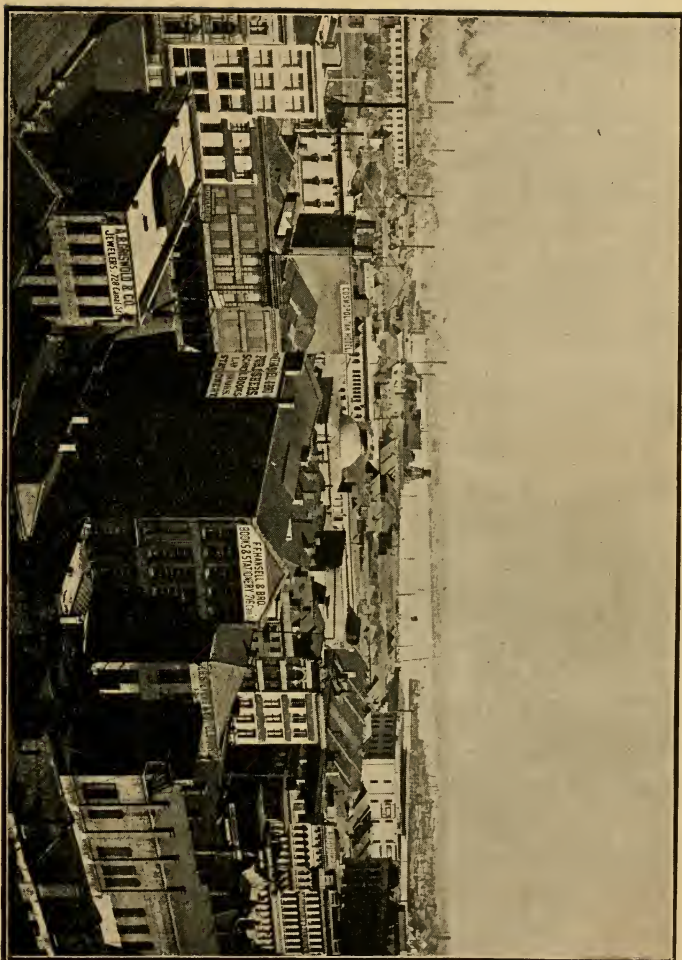
OLD AND NEW CITY.—The contrast between the old and new city is very marked. Below Canal street, the streets bear French names, many of them being called after titles belonging to the Royal family of France, and on the houses the signs are mostly in French or in French and English. French is the principal language, and the manners and customs of "La-belle France" still prevail. The people keep to themselves, any many of the inhabitants have never crossed Canal street. Above Canal street the buildings are more modern, the streets have English names and French is heard at rare intervals.

PROGRAM OF SIGHT-SEEING.

Tourists passing through New Orleans endeavor to remain a week on account of its mild Winter climate, places of amusement and good cuisine, but as many are obliged to limit their stay to one or four days a program of sight-seeing for this period is herein given and the various sights are described and alphabetically arranged.

ONE DAY'S SIGHT-SEEING.

Leave the hotel by 9 a. m. and go direct to the Hennen Building, corner of Carondelet and Common streets, visiting the Cotton Exchange on the way, (*see Cotton Exchange*). Ascend to the top of the Hennen Building (elevator). Admission to roof 15 cents. Panoramic view of the city.



VIEW FROM HENNING BUILDING.

Thence to Canal street and to the river (*see Port of New Orleans*), and returning stop at the United States Customhouse (*see Customhouse*).

Thence to the corner of Canal and Royal streets and down Royal street among the old houses and antique stores (*see Walk in the Old City*), to the Cabildo, Cathedral, Jackson Square, Crescent bend of the river, French Market, United States Mint and back to Canal street.

Thence up St. Charles street to the City Hall and Lafayette Square with its monuments.

Thence up St. Charles street, on foot or in cars, to Lee Circle, where take St. Charles avenue Belt car to the head of St. Charles avenue and examine the big levee. Resume the car and return to the city via Carrollton and Tulane avenues. Visit Jesuits' Church on Baronne street, near Canal. If there is time take an electric train, corner Canal and Baronne streets, to West End (Lake Pontchartrain).

FOUR DAYS' SIGHT-SEEING.

First Day. Leave the hotel at 10 a. m., visiting the Cotton Exchange, thence to the Hennen Building for a view of the city from the roof (elevator). Admission to the roof 15 cents.

Thence to the head of Canal street to view the river and the levee. Returning visit the United States Customhouse and thence to the corner of Canal and Royal streets. Down Royal street (*see a Walk in the Old City*), among the old houses and antique stores, to the Cabildo, Cathedral, Jackson Square, French Market, United States Mint and back to Canal street.

Take St. Charles avenue Belt car for a belt ride, stopping at the head of St. Charles avenue for a view of the river and the big levee, returning via Carrollton and Tulane avenues to Canal street. The Charity Hospital, the Courthouse, Tulane University can be seen on this route.

Second Day. Take the Claiborne avenue car to St. Roch's Cemetery; return by the Villéré car to Canal street. Thence up St. Charles street to the City Hall, five squares, and Lafayette Square with its monuments. Thence three squares to the Lee Circle monument and Howard Library. Then return to Canal street by St. Charles avenue cars and visit Jesuits' Church on Baronne street, near Canal street, and take the

electric train, corner Canal and Baronne streets, to West End (Lake Pontchartrain), stopping half-way at the beautiful Metairie Cemetery.

Third Day. Take a Coliseum car to Audubon Park and visit the great conservatories and palm houses, the avenues of giant oaks, and thence to Magazine cars to Canal street. Change on Canal street to the Esplanade cars and visit Bayou St. John, with its old Creole villas, and the City Park with its lakes and grand old oaks, returning via Canal street Belt. At the cemeteries (Canal street) another visit to the Metairie Cemetery and West End (Lake Pontchartrain) can be made.

Fourth Day. Take a Tchoupitoulas street car on Canal street to the Cotton Press district for a view of compressing cotton; thence by car to Jackson avenue ferry, cross to Gretna (view of the harbor and shipping) and visit cotton seed oil mill below the ferry landing. Returning to the head of Jackson avenue take the car to Canal street and walk out towards the woods three squares to the Spanish Fort depot and take train to Spanish Fort.

STREET CAR SYSTEM.

The electric car system of New Orleans is one of the most perfect in the world. The level and straight streets of the city permit fast time to be made with safety, and over the twenty-three lines, covering about 225 miles of track, about forty-four million of passengers are carried annually with very few accidents. The various lines have been merged into one corporation known as the New Orleans Railways Company, and many improvements, in the way of transfers and better service, have been introduced. The names of the various lines are indicated on the front and rear transoms and on the dashboards.

Centre of System. Canal street is the centre of the street car system of the city and all cars either stop on or cross Canal street.

Fares. The fare on all cars is five cents from Canal street to the end of line or *vice versa*.

Transfers. On several lines transfers, without additional charge, are furnished the passenger on application to the con-

ductor on entering the car, who will indicate the point where the transfer is to be made and which must be done immediately on arrival.

Belt Riding. There are several belt riding lines, by which the passenger may ride many miles for a five-cent fare, and they are much used in the summer for an airing and for pleasure on a warm evening.

LINES OF CARS.

Algiers and Gretna. From Algiers (15th Ward) Ferry, through McDonoghville, Gouldsboro and Gretna. (Jackson avenue Ferry.)

Annunciation Street. From Canal street, up Carondelet, Clio and Annunciation streets, to Toledano, where it connects with Tchoupitoulas street line to Audubon Park and returns via Chippewa, Annunciation and Camp streets to Canal street.

Carondelet Street. Up St. Charles street, Howard avenue. Up Baronne and Carondelet streets to Napoleon avenue and returns via Carondelet street. Bourbon street to Elvian Fields street. From Chartres street to Louisa street, up Royal street to Canal street.

Bayou St. John. From Canal street, down Dauphine street, out Dumaine street to Bayou St. John, Grand Route St. John and returns by N. Broad, Ursuline, Burgundy streets to Canal street.

Broad Street. From Canal street down Dauphine and out Dumaine street to N. Broad street and returns via N. Broad, St. Peter and Burgundy streets to Canal street.

Canal Belt. From Canal street and river out Canal street and return via Metairie Road, Esplanade avenue and Rampart street to Canal.

Clio Street. From Elvian Fields street up Royal and St. Charles streets to Howard avenue, out Howard avenue to S. Rampart street, up Franklin street to Jackson avenue, out Jackson avenue to Magnolia street, up Magnolia street to Seventh street.

Claiborne Avenue. From Canal street down Claiborne avenue to Elysian Fields to St. Claude street to Louisa street, returns via Urquhart, Elysian Fields and Claiborne avenue to Canal street.

Coliseum Street. From Canal street up Carondelet, Clio, Camp and Chestnut streets to Louisiana avenue, and up Magazine street to Audubon Park, Broadway, Carrollton avenue, Oak streets to Southport, returns same route via Magazine street, Louisiana avenue, down Camp street and St. Charles street to Canal street.

Dauphine-Magazine. From Audubon Park down via Laurel, Valmont, Constance to Louisiana to Canal. Through Canal to Rampart. Down Rampart to Esplanade. Out Esplanade, down Dauphine to Flood, N. Peters to Slaughter House and Barracks. Returning: Up N. Peters to Delery, Dauphine and N. Rampart to Canal. Through Canal to Camp. Up Camp and Magazine to Louisiana avenue. Out Louisiana avenue to Laurel and up Laurel to Audubon Park.

Canal Street and Ferry. From Canal street up St. Charles street to Howard avenue, up Dryades to St. Andrew, up Baronne street to Eighth street. Returns down St. Denis and Rampart street to Canal street and to Canal street Ferry.

Henry Clay Avenue. From Canal street up Carondelet street, Brainard and Baronne streets to Louisiana avenue, up Camp street to Henry Clay avenue and Magazine street. Returns via Coliseum, Louisiana avenue to Dryades street to Julia and down St. Charles to Canal street.

Jackson Avenue. From Canal street up Baronne street to Howard avenue, up St. Charles avenue to Jackson avenue, out Jackson avenue to ferry (Grètna). Returns via same route.

Levee and Barracks. From Canal street down N. Peters street to Lafayette avenue, Chartres street to Poland street and connecting with car down Dauphine street to Flood street, up Flood street to N. Peters street and down to Slaughterhouse. Returns up N. Peters street to Delery street, up Dauphine street to Poland and up N. Rampart street to Canal street.

Napoleon Avenue. Transfer service between St. Charles avenue and the river.

Peters Avenue. From Canal street up S. Rampart street to Callopie and to S. Franklin street, up S. Franklin street to Jackson avenue, to Freret, to Louisiana avenue, to Dryades street, up Dryades street to Peters avenue station, connection at the Arabella barn to Coliseum line to Audubon Park and Southport via Broadway, Carrollton avenue and Oak street. Returns same route to Howard street to S. Franklin street to Dryades street and University place to Canal street.

Prytania-Esplanade Belt. From Audubon Park: Down via Hurst, Joseph, Prytania and Camp street to Canal. Through Canal to Rampart street. Down Rampart to Esplanade. Out Esplanade and Metairie Road to Canal street. In Canal street to Camp and up Camp, Prytania, Joseph and Hurst streets to Audubon Park.

St. Charles and Tulane Belts. From Canal street up Baronne street to Howard avenue, up St. Charles avenue to Audubon Park, to Carrollton avenue (with connection at Poplar street to Southport), out Carrollton avenue to New Canal to Tulane avenue, Rampart street to Canal street. Returns via same route.

South Peters street. From Canal street up Tchoupitoulas and Annunciation streets to Toledano street, connection with cars up Tchoupitoulas street to Audubon Park. Returns via Chippewa, Annunciation and S. Peters streets to Canal street.

Tchoupitoulas Street. From Canal street up Tchoupitoulas street to Audubon Park. Returns via Tchoupitoulas and S. Peters to Canal street.

Villéré Street. From Canal street down Villéré street to Lafayette avenue. Returns up Villéré street to Canal street.

West End Train. Out Canal street to Cemeteries and Metairie Park avenue, down north side of New Canal to West End. Returns via same route.

SUBURBAN TRAINS.

West End. Starting point on the neutral ground corner Canal and Baronne streets.

Old Lake (Milneburg.) Starting point on the neutral ground corner Elysian Fields and Chartres streets.

Spanish Fort. Starting point on the neutral ground corner Canal and Basin streets.

Chalmette Battle Ground (Jackson's battlefield of New Orleans.) Starting point on the neutral ground corner Elysian Fields and Claiborne avenue.

Shell Beach Railroad. Starting point corner Elysian Fields and St. Claude streets, to Shell Beach (20 miles) on Lake Borgne.

STEAM FERRIES.

First District Ferry. From Canal street to Algiers. Fare, 5 cents.

Second District Ferry. From the French Market to Algiers. Fare, 5 cents.

Third District Ferry. From Esplanade avenue depot to Algiers. Fare, 5 cents.

Fourth District Ferry. From Jackson avenue to Gretna. Fare, 5 cents.

Sixth District Ferry. From Louisiana avenue to Harvey's Canal. Fare, 5 cents.

SKIFF FERRIES.

Upperline Ferry. Upperline street to Millaudon (Ames) sugar plantation. Fare, 10 cents.

Carrollton Ferry. Carrollton to Nine Mile Point and Orange Groves. Fare, 10 cents.

Slaughter House Ferry. U. S. Barracks to Algiers shore. Fare, 10 cents.

CAR EXCURSIONS.

No. 1. To the Lake End (West End) and Cemeteries. Electric trains. Fare, round trip, 15 cents.

No. 2. To Spanish Fort. Steam trains. Fare, round trip, 15 cents.

No. 3. To Milneburg (Old Lake). Steam trains. Fare, round trip, 15 cents.

No. 4. To Jackson's Battlefield of Chalmette. Steam train.

No. 5. To U. S. Barracks, Slaughter Houses, Battlefield, Battle Monument, and Chalmette Cemetery. Fare 5 cents each way.

No. 6. To Bayou Bridge and Old City Park. Fare, 5 cents each way.

No. 7. To Ice Works, Water Works, Cotton Presses. Fare, 5 cents each way.

No. 8. To Millaudon's Sugar Plantation. Cars, 5 cents each way. Ferry, 10 cents.

No. 9. To Carrollton by steamboat (sometimes the boats will stop), return by cars.

No. 10. Over Claiborne Street Railroad lines. Fare, 5 cents each way.

No. 11. To Steamship Landing, Jackson avenue cars. Fare, 5 cents each way.

No. 12. To Louisiana Retreat (Insane Asylum), by Coliseum cars. Fare, 5 cents each way.

No. 13. To Fair Grounds (Race Course). Fare, 5 cents each way.

PROMENADES.

No. 1. Down Chartres street to Jackson Square and across to the French Market, down Levee to the Mint on Esplanade avenue. Up Chartres street to the old Convent (Archbishop's Palace). Thence into Royal street. Up Royal street to Canal street.

No. 2. On Canal street to the Custom House and to the Steamboat Landing at the head of Canal street. Walk on the Levee.

No. 3. Up St. Charles street to the City Hall on Lafayette Square, thence to the Lee Monument, then turning into Camp street and down this street to Canal street.

No. 4. Take Prytania cars and get out at Jackson avenue. Up Prytania street to Eighth street, visiting, en route, Washington street Cemetery, and down St. Charles avenue to Jackson avenue, and from there take cars to Canal street.

No. 5. Down Bourbon street to French Opera House, thence to Orleans street. Out Orleans street to Beauregard Square (Congo) to the Old Basin. Cross the Canal to the streets leading to the old St. Louis Cemetery. Thence to Canal street.

No. 6. Out Tulane avenue to the Criminal Court and Parish Prison and to the Charity Hospital, thence to Canal street and back to Royal and St. Charles streets.

No. 7. Out Canal street to Claiborne avenue, thence to the three old Catholic Cemeteries and the Carondelet Canal. Cross the Canal to Orleans street to the Trémé Market, Beauregard (Congo) Square, cross the square to Rampart street, up Rampart street to Canal street.

DRIVES.

A GENERAL DRIVE.

Up St. Charles avenue to Carrollton avenue. Down Carrollton avenue to the New Canal, down New Canal shellroad to the Lake. Return up New Canal shellroad to Half-Way House to City Park avenue (old Metairie Road). Down City Park avenue to Bayou Bridge, to Esplanade avenue, up Esplanade avenue to the river, up the river, passing the French Market. Jackson Square and the Cathedral, up the Levee and Sugar Landing to the Customhouse on Canal street.

DRIVE No. 1.

Up St. Charles avenue to Carrollton, down Carrollton avenue shell road to New Canal. Down New Canal shell road to Half Way House, cross the New Canal to City Park avenue (old Metairie Road), passing the Cemeteries and to Canal street.

DRIVE No. 2.

Out Canal street to the Half Way House. Down shell road to Lake. Return same way.

DRIVE No. 3.

Down Chartres street, passing old houses, to Esplanade avenue. Out Esplanade avenue to Bayou Bridge. Down the Shellroad to Spanish Fort. Return via splanade and Broad streets.

DRIVE No. 4.

Down the Levee to U. S. Barracks, passing the French Market, the Mint, the Slaughter Houses, National Cemetery, Battle Field and Battle Monument at Chalmette. Return via Dauphine and Rampart streets.

DRIVE No. 5.

Up Magazine to First street. Down First street to St. Charles avenue. Up St. Charles avenue to Washington avenue. Down Washington avenue to New Canal shell road. Up Tulane avenue to St. Charles Hotel.

DRIVE No. 6.

Out Canal street to Broad street shell road. Down Broad street to Esplanade avenue. Down Esplanade avenue, passing Race Track, thence across Bayou St. John, up City Park avenue, passing City Park, to Canal street, then up Canal street.

DRIVE No. 7.

Out Canal street to Levee. Down the Levee to Esplanade avenue. Out Esplanade avenue to Rampart street. Up Rampart street to Canal street.

EXCURSIONS OUT OF THE CITY.

Lake Shore. To Bay St. Louis (53 miles), Pass Christian (59 miles), Biloxi (81 miles), watering places along the Gulf of Mexico (see L. & N. Route).

Mandeville and Covington. Pontchartrain Railroad to Milneburg, thence by steamboat across Lake Pontchartrain to Mandeville and up Tchefuncta River. A pleasant trip and semi-tropical scenery on the river. Round trip, \$1.00. Time, one day. See daily papers.

The Têche Counry. Steamboat from New Orleans (see newspapers) via the Atchafalaya and the Têche. A beautiful trip up Bayou Têche, the land of Longfellow's Evangeline.

Bayou Lafourche. Up the Mississippi River (for boats see newspapers) to Donaldsonville, thence down Bayou Lafourche to Thibodeaux and return to the city by the Southern Pacific

Railroad. A pleasant excursion of two days through large sugar plantations.

Baton Rouge. By the Mississippi Valley (see M. V. route) to Baton Rouge, the State Capital, through large sugar plantations, a veritable rich garden of rice and sugar. 89 miles. Time, 3 hours.

The Jetties. By the Lower Coast Packets (see newspapers). Time, 12 hours, or by the N. O. Fort Jackson and Grand Isle Railroad to terminus, thence by mail packet to Port Eads (mouth of South Pass). Time, 8 hours.

Mobile. To Mobile and its pretty environs by the L. & N. Railroad. (141 miles.)

Beaumont Oil Fields. Take Southern Pacific Railroad to Beaumont, Texas (278 miles), and thence by carriage (50 cents round trip) to the wells two miles distant.

Central America. Round trip excursions to Puerto Cortez and other ports of Central America by the United Fruit Company's steamers (office 521 St. Charles street). To Puerto Cortez with stop over at Belize (British Honduras). Puerto Barrios and Livingston, Guatemala. Every Thursday. Round trip, \$50.00. To Puerto Limon, Costa Rica, every Friday. Round trip, \$80.00.

Mexico. To the City of Mexico and cities en route via Southern Pacific Railroad and connections. Round trip excursions, \$59.00, good for nine months. Time to the City of Mexico, 3 days.

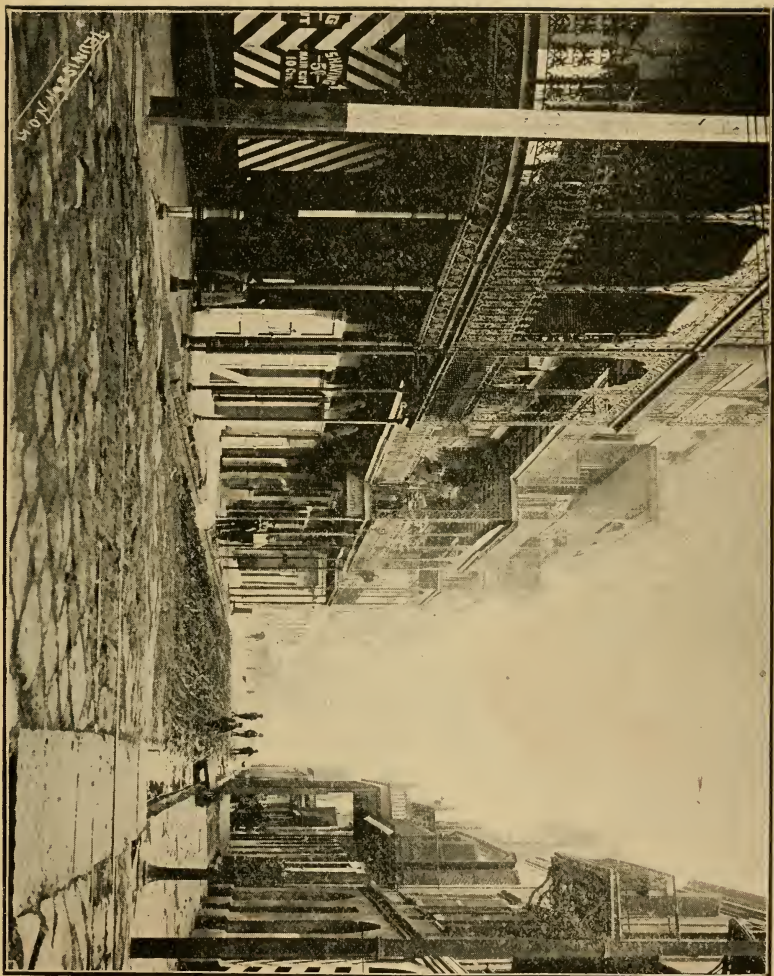
Porto Rico. To San Juan, Mayagez and Ponce around Porto Rico. For rates and dates of sailing inquire at office 619 Common street.

Havana. To Havana by the Southern Pacific Morgan Line. For dates of sailing and rates inquire at Southern Pacific Railroad office.

NEW ORLEANS.

The city of New Orleans, sometimes called the "Crescent City," from the crescent shape curve of its river front, was founded by Bienville in 1718, on the east bank of the Mississippi River. The site chosen was the high land situated between the river and the head waters of Bayou St. John, a stream which rises in the rear of the city and flows into Lake Pontchartrain. The present limits of the city, on the East bank, extend from the suburb of Carrollton to the Rigolets (the stream connecting lakes Pontchartrain and Borgne) near the line of the L. & N. (Mobile) Railroad and from the river to the lake. On the West bank, from Gretna to the English turn, 15 miles below the city. The total area of the city is about 105 square miles, with a front of over twelve miles on the East bank of the river. On the West bank the former suburb of Algiers has been annexed to the city. The least distance from the river to the lake is at the head of Elysian Fields street, at which point it is about four miles. This vast area of territory is not densely populated, except along the river bank, and the portion built up extends generally to about two miles back from the river. The city has many miles of streets, of which twenty-two are paved with square block stone and several miles of asphalt.

According to the census of 1900, the total population is 287,104, of which 209,381 are white and 77,723 colored, but the total population of the city and its suburbs is 302,425 and in Winter may be estimated at 350,000. The centre portion of the city is built of brick and stone, but outside of certain prescribed limits wooden buildings are erected. This custom of building in wood is generally confined to the erection of dwellings, and in this way some of the finest quarters are entirely built of wood. As the climate is damp, wooden dwellings are generally preferred, as they are considered drier than those of brick. The streets of the city are several feet below the level of the river, and the stranger is at once struck by the novel sight of the surface water running from the river. Owing to the marshy soil of the city underground sewerage is



ST. PETER STREET—FRENCH QUARTER.

not in use, and surface drainage at present carries off all the sewerage. The drainage works, recently erected, have lowered the moisture line and the city is now being sewered at a cost of several millions of dollars. The land slopes gradually towards the rear, and midway is a ridge of land, called the Metairie Ridge, four feet high, created in former times by the waters of the lake and river meeting together. Beyond the Metairie Ridge a great marsh extends, which is now surrounded by levees. The gutters of the city gradually slope towards the centre of the basin formed by the high land on the river bank and the ridge. At this centre-point the gutters empty their contents into large canals, at the end of which powerful drainage apparatus pump the contents into canals discharging into the lake. This system of drainage does very well, except when the East winds blow the waters of the Gulf into the lake and cause the lake to rise and the canals to fill up. Bayou St. John being the natural drain of the site, its ramifications can be seen on each side of the Canal street shellroad, and the engineers have followed out these lines, traced by nature, by digging, in all low places, canals leading to the lake. The whole rear portion of the city, except the ridge, was at one time a vast swamp filled with gigantic cypress trees, and only a few years ago the trees extended as far up as Claiborne street, fifteen squares from the river. This peculiar system of drainage, and the singular position of the city and the curving of the river, upsets all preconceived ideas of location and drainage. In New Orleans the upper side of the street is the south side and the lower side the north, for the river in front of the city makes a sharp curve, flowing to the north. The city is regularly laid out in squares, with narrow streets and several wide avenues. The original city comprised that part lying between Canal street and Esplanade avenue, the River and Rampart streets. This portion was surrounded by a wall and fortified (see fortifications in the Outlines of the History of Louisiana). The wall or rampart was three feet high, surmounted by a palisade of cypress 12 feet high. Outside of this was a ditch forty feet wide and seven deep. At the end of the ramparts, where the Custom House now stands, was Fort St. Louis. At the corner of Rampart and Canal streets was Fort Burgundy, and on Orleans street where Beauregard square now is laid off, was Fort St. Ferdinand. At the angle of Rampart and Esplanade streets was Fort St. John, and the whole circuit was completed



OLD BUILDINGS—FRENCH QUARTER.

by Fort St. Charles, where the U. S. Mint now stands, a large and well-built work, commanding the river. The streets of this old city were made narrow, as in all hot climates, to secure shade, and were named in honor of the Royal family of France. Thus, we have the main street called Rue Royale, the other streets called Bourbon street after the dynasty, Chartres street after the title of the eldest of the Orleans princes; Dauphine street after the Dauphiness of France; St. Louis street after the patron saint of France; Conti street after the Princes Conti; Toulouse and Dumaine streets after the illegitimate sons of Louis XIV and Madame de Montespan, the Count de Toulouse and the Duke du Maine; St. Ann, St. Peter's and St. Philip streets after the baptismal names of the princes of the House of Orleans. When the Americans took possession, the fortifications were leveled and the town commenced to spread out. The little suburbs, or faubourgs, as they were called, were gradually annexed until the city has attained its present great area. The suburb on the lower side belonged to Baron de Marigny-Mandeville and was laid off into streets, which were named in a fanciful manner, as Love, Greatmen and Good-children streets. The upper suburbs were laid off by classic loving Americans, and the streets were named after the muses, nymphs and mythological deities. Thus we have Dryades, Nyades, Clio, Thalia, Erato, Euterpe, and many others. Another person liking the manner of naming the streets numerically introduced First, Second, etc., while another, a great admirer of Napoleon, named many of the streets of his suburb after the generals and victories of that great soldier and so we have Cambronne, Marengo, Austerlitz, Jena, etc. All nationalities are represented among the population, but the two most distinct classes are the Creoles and Americans, the former living mostly below Canal street, and the latter above. Canal street seems to be the dividing line and there are many Creoles who have never crossed that line. The change from the American portion to that of the Creole is very sudden, and in penetrating into the quarter below Canal street, the stranger goes, as it were, into another city. The signs are in French, and the names of the streets also, while French is heard on all sides. Among the lower classes and negroes a patois, difficult to understand and composed of a mixture of French and Spanish, is spoken. The steady advance of the Anglo-Saxon race is grad-



CHARTRES STREET.

ually driving the French language out, so that in a few years, it will have died out entirely. Still, it is found necessary to publish the laws in French, and it is essential for one who lives in the lower quarter, to be familiar with French. New Orleans is one of the principal ports of the United States, and its exports are very large. It is the great cotton port of the world and it receives from the interior and exports annually nearly two million bales.

The city has, during the last few years, made great progress. New modern hotels have been erected and sky-scraping office buildings have been built. Many streets have been asphalted and repaved with a Rosetta gravel that concretes naturally, and thus whole quarters of the city have been improved. Handsome modern houses of the villa style are found on all sides. Manufactories have increased, and although some of the cotton trade may have been lost by the erection of compresses in the interior towns, still the commerce of the port has grown larger, until to-day it has become not only the greatest cotton port in the world, but the second grain exporting city of the United States.

A WALK IN THE OLD CITY.

New Orleans is, perhaps, the most interesting city in the United States on account of its cosmopolitan character, its quaint old houses, its narrow streets and especially is the old *cité*, between Canal and Esplanade avenues, with its shops and French signs. In fact it resembles Rouen or some old city of France planted on American soil and surrounded by a modern American city with its tall buildings, big hotels and rush of business, so, therefore, a walk through the old *cité* is the most interesting sight of New Orleans.

The tourist, starting from the corner of Canal and Royal streets, passes down the Rue Royale, the main street of the old *cité* and immediately notices the change. The first square, with its bar-rooms, restaurants, billiard halls and sporting houses is the Monte Carlo of New Orleans; then Customhouse street is passed and gradually the street, its denizens and shops assume a foreign air. The signs are in French and the goods offered for sale are somewhat different from those in the American portion. Antique and bric-a-brac shops abound on all sides.

At No. 120 Royal street is the famous Sazarac Saloon, celebrated for a special kind of cocktail. At No. 124 the white stone building was formerly the Auctioneers' Exchange and the upper part was used for many years as a U. S. Court Room in which General Walker, the celebrated American filibuster, was tried for a violation of the neutrality laws. He was defended by the Hon. Pierre Soulé, a famous French political refugee, and acquitted, but later was taken prisoner and shot to death in Central America. At the corner of Customhouse street is an old granite bank now used as a Turf Exchange. On Customhouse street Lopez organized, in 1851, his famous ill-fated Cuban expedition in which many Americans were killed.

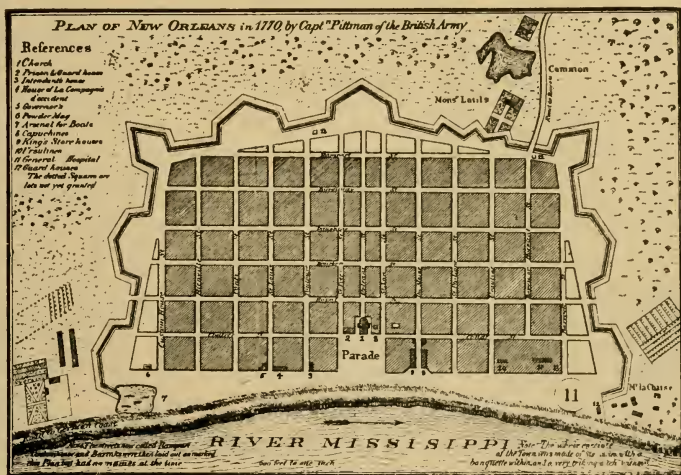
At the corner of Royal and Conti streets, on the river corner, surrounded by heavy iron railings, is an old bank whose capital was swept away by the Civil War and the building is now used as the Mortgage and Conveyance Office. Opposite,



ENTRANCE—FRENCH QUARTER.

on the upper woods corner, stands the building of the former Bank of the United States.

At No. 404 is the house occupied by General Jackson during the British invasion of 1814-15. At No. 417 is the old Bank of Louisiana, the second bank organized in the United States, and the first in the Mississippi Valley, a curious ancient building with a typical Creole courtyard. At the corner of St. Louis street is the former Hotel Royal, in the rotunda of which slaves were, in former times, auctioned off. At No. 517 Royal street, where there is an archway with a quaint courtyard and with cannons imbedded in the sidewalk, is the old Spanish *Comandancia*, or headquarters, and where the last Spanish sentinel was stationed. Near by, on St. Louis street, is *Antoine's*, a restaurant famous for its creole cooking, snails, *bisque* soup and



PLAN OF NEW ORLEANS IN 1770.

other delicacies much prized by *gourmets*. Passing along the front of the Hotel Royal the corner of Chartres street is reached, where, at No. 502 Chartres street, is the building erected for the Emperor Napoleon by an admirer who wished the Emperor to take refuge in Louisiana.

Passing down Chartres street, among dilapidated houses and hotels, the wrecks of former times, Toulouse street is reached.

This street was, in 1837, the centre of the city's life and near by are the ruins of the old Citizens' Bank building. Jackson Square is now reached and the old "*Place*," as it was familiarly known, is entered. On the woods upper corner, No. 639 Chartres street, is the old hotel, the first built in the Mississippi Valley. The Cabildo (see Cabildo) is on one corner, and with the Cathedral (see Churches) and the long rows of red brick Pontalba buildings, belonging to the heirs of Baroness de Pontalba, form a noble setting to Jackson Square (see Parks and Squares). Crossing the square to the river's side the great Mississippi is seen as it makes a grand sweep around the opposite point of land of Algiers, making a crescent-shape bend at this place which has given to New Orleans the name of the *Crescent City*.

The French Market is passed, then the Lugger Landing, the Vegetable Market and the Fish Market. Continuing on Esplanade avenue is reached at the Southern Pacific Railroad Depot. The New Orleans Mint (formerly Fort St. Charles, the lower end of the fortification of the city) stands at the head of Esplanade avenue, which forms the old town line (esplanade) of the fortifications demolished about 1806 (see Mint). Turning into Royal street, at No. 1140 Royal street, is the so-called "haunted house," to which local tradition has attached several doubtful stories and legends. Thence into Hospital street, so named from the hospital that was located there in olden days, Chartres street is reached, where, at the corner of Barracks street, is a building with a pillared gallery, the last vestige of the Spanish Barracks within which the Louisiana martyrs were shot to death in 1769 by Gov. Don Alexandro O'Reilly. Thence up Chartres street, past the Archbishop's Palace at the corner of Ursulines street (see Archbishop's residence) to Dumaine street. At No. 628 Dumaine street stands the house which, in Cable's novels, was bequeathed by Mr. John of the Good Children's Social Club to "Zalli" and "Tite Poulette." Thence on up Royal street, passing Rue St. Philippe, where stood the Theatre St. Philippe, mentioned in the first chapter of Cable's "*Grand-issimes*." Thence up Royal street past the *Place St. Antoine*, in the rear of the Cathedral, St. Peter street is reached, where at the corner (No. 638 Royal street) is Cable's *Sieur George's* wonderful four-story mansion. Passing out St. Peter street (from the river) four squares Rampart street is reached, which



CHESS, CHECKERS AND WHIST CLUB.

formed the rear line of the old fortifications, and Beauregard Square, formerly Congo Square. Here, before the Civil War, the negroes were accustomed to assemble on Sunday afternoons to dance the Congo dances to the music of a rude drum made of a hide stretched over a barrel head and to the rattling of a piece of bone on the old jaw-bone of a dead animal. Here also *Bras Coupé*, a runaway negro and *soi disant* African Prince, converted into a hero by Cable, was lassoed in the midst of the Congo dances.

Moving upwards towards Canal street the head of the "Old Basin," or Canal Carondelet is reached. This canal, constructed by Gov. Baron de Carondelet, leads into Bayou St. John, which empties into Lake Pontchartrain six miles distant. Then the old St. Louis Cemetery is passed (see Cemeteries) with its curious tombs, the oldest in the city, and thence back to Rampart street the church of St. Anthony is seen, and to Canal street, four squares, the tourist has completed the circle of the walls of the old *cité*.



FRENCH OPERA HOUSE.

Sights of the City and Miscellaneous Information.

AMUSEMENTS.

FRENCH OPERA HOUSE.

Corner Bourbon and Toulouse streets. Take Carondelet cars on Canal street to Toulouse street, four squares distant.

The French Opera House, erected in 1860, after a design by Gallier, a celebrated architect, is an immense structure of brick, in the shape of a gridiron. The centre part is the theatre proper or "*la salle*," as it is called, with a small courtyard on each side, and on the outside, two wings devoted to dressing rooms and administration offices. Entering by a spacious lobby, the various staircases are reached, leading to the different parts of the house. The theatre is oval-shaped, with the oval side towards the stage, which gives an extraordinary breadth to the auditorium. The house has five tiers, and, as in France, the pit is called "*le parquet*," the dress circle "*les loges*," the balcony "*les secondes*" or "*balcon*," the third tier "*les troisièmes*," and the fourth tier "*les quatrièmes*," or popularly called "*le paradis*" (paradise). In the rear of the open boxes are boxes called "*les grillées*," with lattices (*grilles*), and on the parquet floor are the "*baignaires grillées*" (literally translated, grated bath-tubs). The decorations of the house are in white, gold and crimson, and the big horse-shoe-shaped auditorium, lighted up with electricity and crowded on fashionable nights with ladies and gentlemen in full evening dress, forms a brilliant picture seldom seen elsewhere. The fashionable nights are Tuesdays and Saturdays, on which occasion all who go in the boxes attend in full evening costume. In the rear of the auditorium is the "*foyer*," a large saloon used for promenades between the acts, and, at times, for concerts. The stage is very large and lofty, and arranged to give great scenic effects in rendering grand operas.



GRAND OPERA HOUSE.

PRICES: 25, 35, 50 and 75 cents, \$1, \$1.50, \$2, \$2.50. Boxes and baignoires at different prices, according to location.

TULANE THEATRE.

No. 149 Baronne street. Seating capacity 1800.

The Tulane Theatre is the leading dramatic theatre in the city and the most fashionable. It was erected a few years ago on a plan by Sully, with all the most modern improvements. Entering from an arcade, the theatre is reached by a pretty lobby and the decorations of blue and gold give a delicate air of refinement to the place.

PRICES: 25, 50, 75 cents, \$1 and \$1.50.

CRESCENT THEATRE.

No. 149 Baronne street. Seating capacity 1800.

The Crescent Theatre, one of the twin theatres on Baronne street, is a popular place of amusement, designed by Sully, and which is entered from the arcade. The theatre was built a few years ago and is modern in all its appointments. The interior decoration of cream color and gold gives a pleasing appearance to the house. The plays rendered are melodramas at popular prices.

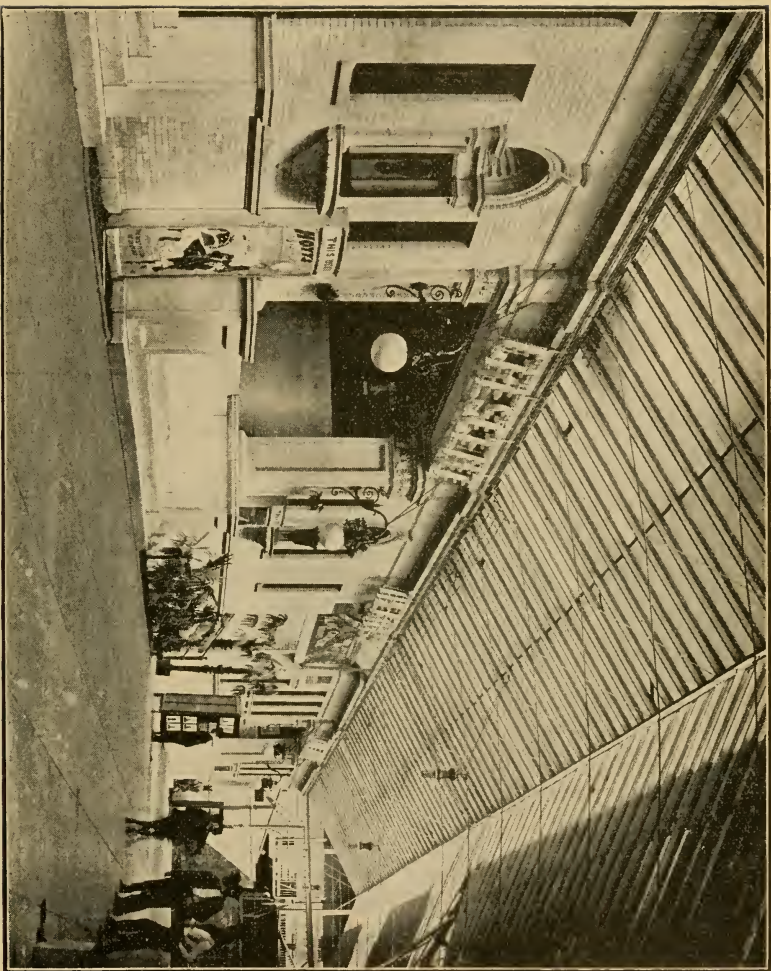
PRICES: 15, 25, 35, 50 and 75 cents.

GRAND OPERA HOUSE.

No. 919 Canal street. Seating capacity 1700.

The Grand Opera House, formerly called the Varieties Theatre, was erected a few years ago after plans of Harrod, and for many years was the most fashionable and leading dramatic theatre in the city. The theatre proper stands some distance back from Canal street, which affords space for a grand staircase, perhaps the most magnificent in the United States, with its broad flight of monumental stairs and clusters of lights. The interior is bright and airy with white and gold decorations. The building was erected by La Variété Association, a club of gentlemen, which has its club rooms under the parquette and seats within a railing in the rear of the orchestra. Good standard plays are given and the theatre has retained its popularity.

PRICES: 10, 20, 30 and 50 cents.



CRESCENT AND TULANE THEATRES.

ST. CHARLES ORPHEUM.

No. 422 St. Charles street. Seating capacity 3000.

This theatre, devoted to variety specialties, was erected in 1902, after plans of Favrot & Livaudais, on the site of the famous old St. Charles Theatre, in which had appeared in former years all the most celebrated actors in tragedy and drama. The new theatre, the second largest in the city, has a beautiful interior of white and gold, comfortable opera chairs and the most modern arrangements against fire, and is a thoroughly equipped place of amusement.

PRICES: 10, 25 and 30 cents.

AUDUBON THEATRE.

No. 412 St. Charles street. Seating capacity 1200.

Audubon Theatre, formerly called the Academy of Music, is devoted to dramas and society plays, and maintains its old popularity since its renovation.

PRICES: 10, 20, 30 and 50 cents.

HALLS.

Washington Artillery Hall—No. 737 St. Charles street.

Athenæum—No. 1205 St. Charles avenue.

Odd Fellows' Hall—No. 532 Camp street.

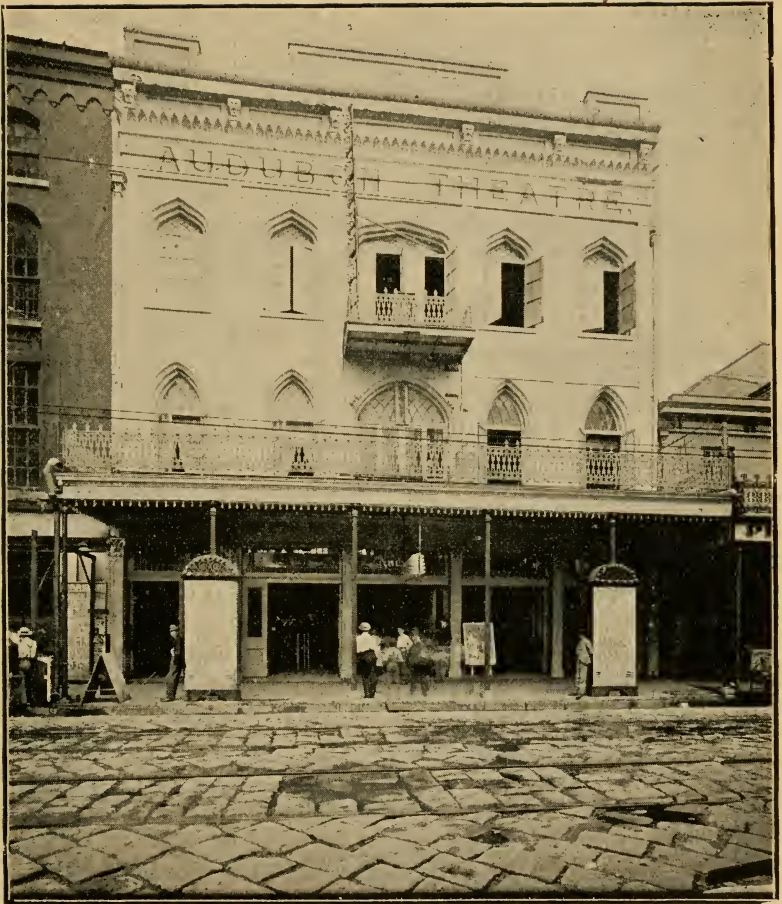
Tulane Hall—No. 134 University Place.

GAMBLING.

Some years ago, during the Republican régime, public gambling was allowed and licensed. The games were operated openly on the ground floor of stores as if the business was of merchandise. Public sentiment forced the repeal of the law, and since then gambling is carried on secretly on Canal street and adjacent streets. At the Carrollton Protection Levee and at Bucktown open gambling is carried on.

POOL ROOMS.

On Royal, Carondelet, Gravier and other streets pool rooms are conducted openly, where pools on the races are sold.



AUDUBON THEATRE,

COCK PITS.

At the Carrollton Protection Levee (take St. Charles avenue cars) is the Cock-pit, where mains take place at 3 p. m. Sunday.

KENO ROOMS.

At Carrollton Protection Levee (take St. Charles avenue cars) and at Bucktown, the upper end of West End, are several keno halls.

BILLIARD HALLS.

Crescent Billiard Hall—No. 107 St. Charles street.

Miller's Billiard Hall—No. 116 Royal street.

BOWLING ALLEYS.

No. 227 Baronne street.

ARCHBISHOP'S PALACE.

Corner of Ursulines and Chartres streets. Take cars in front of Custom-house to the corner of Ursulines street, and Chartres street is two squares distant. Apply at the Porter's Lodge for admission.

The old Ursuline Convent, or, as it is also called, "Couvent des Ursulines," is situated at the corner of Ursulines and Chartres streets, and is one of the most quaint and venerable buildings in this city. The old convent consists of a long row of two-story brick buildings, facing a small garden, with St. Mary's-Archbishop Church ("Eglise St. Marie-Archévêché") at one end, and, at the other, a small chapel, now converted into rooms. The convent was built about 1727, and, like all the buildings of that period, was constructed in a solid and substantial manner, so that neither time nor neglect have been able to crumble it into ruins. The convent was long used by the order of the Ursulines, a Roman Catholic order of cloistered nuns, who devote themselves to praying and to the education of females. They removed, in 1824, to a new convent below the city. In 1831, the building was used as a State Capitol, and the legislature held several sessions within its walls. At present, it is used as an Archepiscopal palace for the archdiocese of Louisiana, and as a seminary for priests. Entering through the porter's lodge, in the door of which is the usual convent grating or "guichet" as it is called, a small garden is

reached, and a good view is had of the gloomy-looking old pile of buildings, with its peaked roof and many tall and solemn-looking windows. Crossing the garden, the visitor enters by an old-fashioned porch a large vestibule, from which diverge several passages leading to the court-yard, the church and to various parts of the building. The interior remains in its original state, with a curious old staircase, heavy doors, and cypress floors, the latter so worn that the ill-fashioned, old hand-made nails protrude. On the second floor are the offices of the Archbishop, containing the portraits of all the Archbishops of the diocese, the private chapel of the Archbishop, the rooms of the Chancellor and other official attendants of the Archiepiscopal household. On presentation of a visiting card, the Archbishop receives all who call. The present Archbishop, the Most Reverend Monseigneur Louis Placide Chappelle, is one of the great dignitaries of the church of the Province of New Orleans. The church, the convent and the old chapel, which is about the oldest church in Louisiana, near Ursulines street, form a court-yard, in which are a little oratory and shrine. In the dining-room, which has natural panels of cypress, is a curious old clock. The shutters of cypress over the main entrance are over one hundred years old and are perfectly sound to this day. The old Spanish Barracks were formerly situated adjoining and in them in 1769 the Louisiana martyrs of liberty were shot by Governor O'Reilly. The families of these victims of Spanish cruelty, assembled in the Chapel in prayer, heard distinctly the commands and fainted away at the report of the arms that sent their relatives to death.

At No. 1205 Esplanade avenue is the mansion of the Archbishop, presented to the archdiocese by the people of his church, in which he resides. The auxiliary Bishop lives at the Annunciation Church Presbytery.

ARMORIES.

WASHINGTON ARTILLERY HALL.

On St. Charles street, between Girod and Julia streets (seven squares from Canal street). Take any car on St. Charles street. Apply to Armorer for admission.

The Washington Artillery, a military organization of the State, was formed in 1847, by General Persifor Smith, and participated in the Mexican War and the late Civil War. In

the latter, it was considered the leading artillery organization on the Confederate side. The command, composed of the veterans of both wars and the young men of the city, is organized as a battalion of three companies, under the command of Lieut.-Col. John B. Richardson, and drill as infantry and artillery. The Armory is well worth a visit, as there is a collection of arms, battle-flags and pictures. At the end of the drill-hall is a life-size painting, by Julio, representing the meeting of General Robert E. Lee and "Stonewall" Jackson during the battle of Chancellorsville. The picture is considered to have some artistic merit, and is well worth a study. The figure of General Lee conveys the idea of earnestness, great activity and decision, while that of General Jackson, in the foreground receiving the orders, is one of deep attention. The likenesses are considered very true, and the picture is well worth a visit to the Armory. In one corner of the drill-hall is the state hearse used at the funeral of Jefferson Davis, the President of the Southern Confederacy. The members of the battalion take great pride in their organization and its perpetuation by making their Armory attractive, and are always happy to show it to strangers, especially to those who fought on the other side in the late Civil War.

CONTINENTAL GUARDS ARMORY.

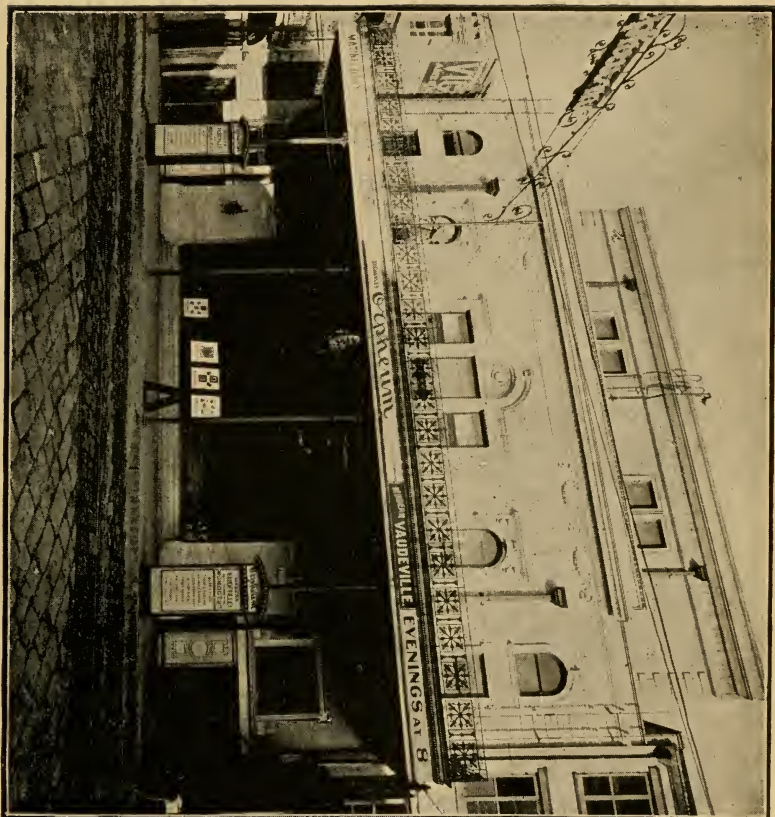
No. 528 Camp street.

The Continental Guards, an independent military organization, much admired and esteemed in this city, where their picturesque and handsome uniform of the Washington era never fails, in all parades of the militia, to attract great attention. At different times, the Continentals have made several excursions to the North, and elsewhere, and from their trips have brought back many interesting souvenirs to decorate their headquarters. The Armory is fitted up as a club room, and is a great evening resort of the members. During the year the Continentals entertain their friends, and their headquarters are always open to strangers properly introduced.

STATE ARMORY.

Rear of Cabildo, Jackson Square. Take Levee and Barracks cars, on Canal street, in front of Customhouse.

The State Armory, on St. Peters street, is an old Armory, and contains guns and other military property of the State,



ORPHEUM THEATRE.

and is also the headquarters of some of the Creole military organizations.

ATHLETICS.

During the last few years athletic and gymnastic sports have received a great impetus by the formation of several clubs devoted to these sports, and by the annual holding, by these clubs at one of the suburban parks, of Spring and Fall games, have attracted great crowds and awakened the interest of the young element of the city in "record breaking." In addition to these annual games glove contests are often arranged for large purses, and the most prominent celebrities of the fistic world have fought under the impartial and orderly management of some of these clubs.

YOUNG MEN'S GYMNASIUM CLUB.

Rampart, between Baronne and Customhouse streets. Take, on Canal, Prytania-Esplanade Belt cars, which stop in front of club-house.

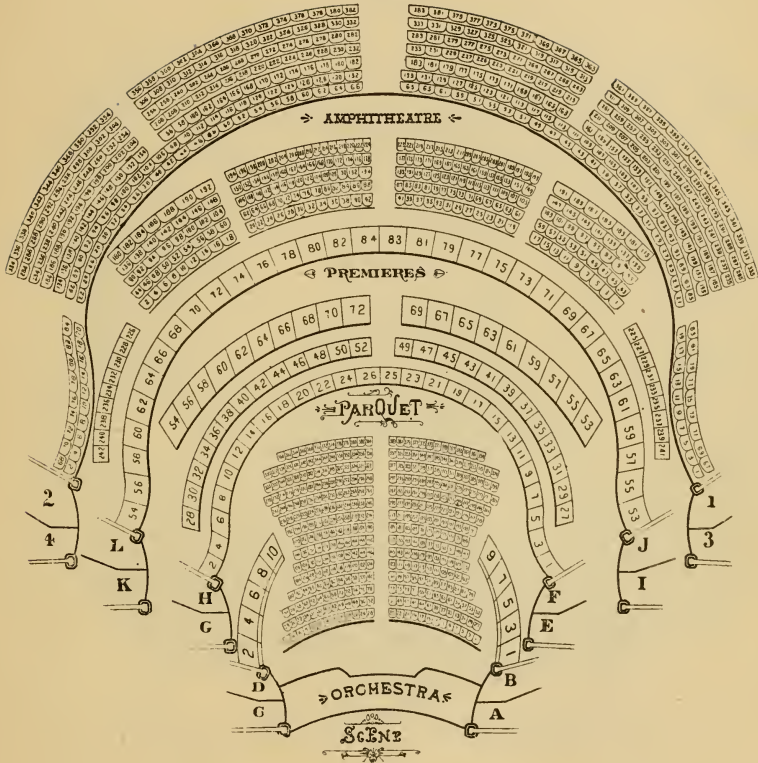
The oldest athletic organization in New Orleans is the Young Men's Gymnasium Club, a popular one of over one thousand members. The club-house is well situated and its appointments are first-class. In the rear of the handsome parlors is a large café and billiard hall. From this is entered the gymnasium hall, about one hundred feet long, fitted with the most modern gymnastic apparatus, a running track and all the appliances of a complete gymnastum. Beyond are luxurious Turkish and Russian baths and a beautiful white marble swimming pool, fed by salt and artesian water from a well 1200 feet deep. Attached to the club are bowling alleys and shooting galleries and every kind of amusements and conveniences for the enjoyment of the club members.

SOUTHERN ATHLETIC CLUB.

Corner Prytania street and Washington avenue. Take, on Canal street, Prytania cars to club-house door. Can be visited only on member's introduction. Days fixed for ladies.

One of the first athletic clubs to be organized in the South was the Southern Athletic Club of New Orleans, which has a membership of over one thousand, composed mostly of the leading social, professional and mercantile men of the city, and belongs to the National Amateur Athletic Union. The clubhouse, a large and handsome wooden building, the interior of which is finished in natural woods, contains reading and social rooms, a large and lofty two-story gymnasium hall,

TROISIÈMES

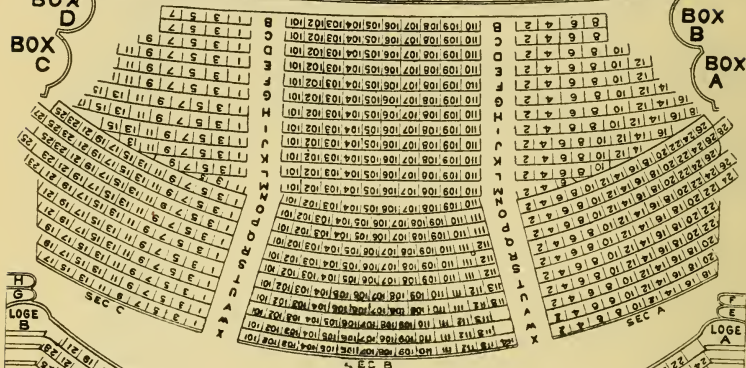


DIAGRAM—FRENCH OPERA HOUSE.

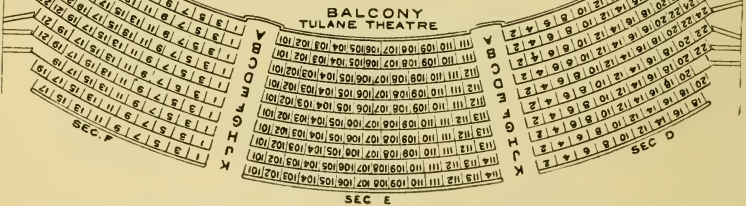
STAGE
ORCHESTRA

BOX D
BOX C

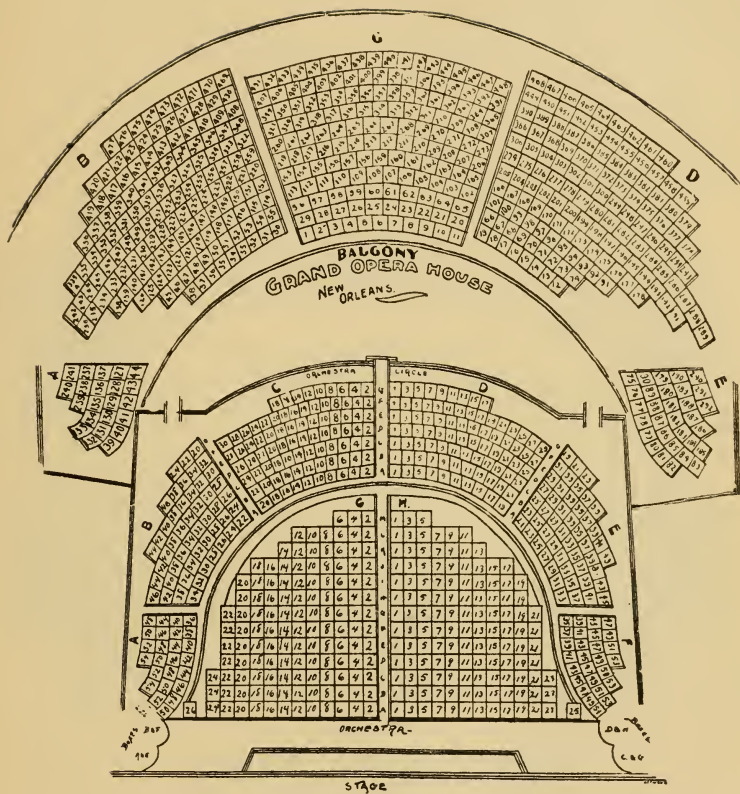
BOX B
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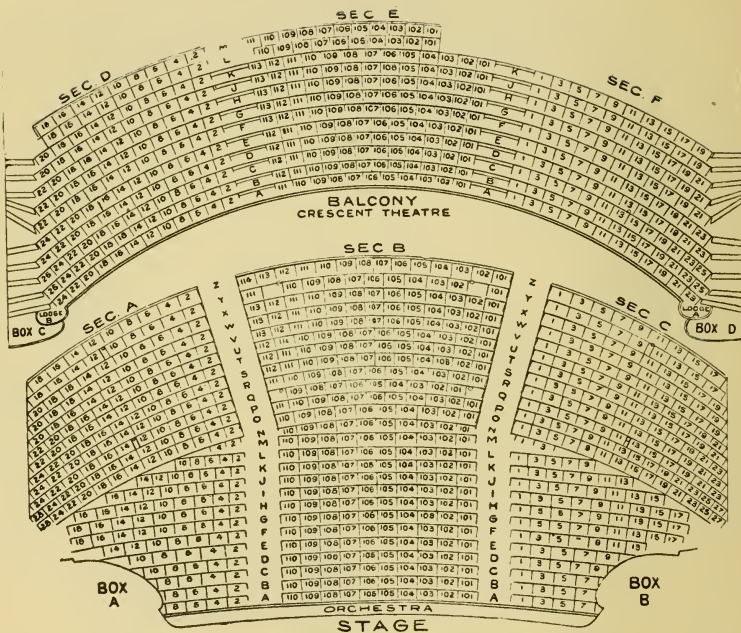
BALCONY
TULANE THEATRE



DIAGRAM—TULANE THEATRE.



DIAGRAM—GRAND OPERA HOUSE.



DIAGRAM—CRESCENT THEATRE.

120 by 77 feet, fitted up with a rubber running track and all the latest gymnastic appliances, hot and cold baths, a swimming pool of brick and cement, 40 by 70 feet, and five to ten feet deep, fed by a salt water flowing well 1200 feet deep, boxing and fencing rooms and luxurious Russian and Turkish baths in colored marbles. In 1889 Kilrain trained at this clubhouse for his famous prize fight with Sullivan that took place at Richburg, Miss., and Corbett, in 1892, trained there also for his great fight with Sullivan. Immediately afterwards Corbett returned to the clubhouse, apparently without a bruise or scratch, to receive congratulations on his victory over the greatest gladiator of modern times.

YOUNG MEN'S CHRISTIAN ASSOCIATION.

No. 815 St. Charles street. Take cars on St. Charles street to door.

This association occupies a fine building on St. Charles street and has a large membership. There are reading rooms and in the rear a gymnasium and swimming pool.

ASYLUMS.

Owing to the great epidemics that have visited New Orleans, often sweeping away parents and leaving numerous children to the charity of the world, it became necessary to found asylums for the many orphans, and there is perhaps no other city in the United States where there are more establishments of the kind and where such institutions enlist as much popular sympathy. The names of Poydras, Milne, Fink, Mercer, Sister Regis and kind Margaret, the baker, are greatly revered for their good works and timely aid in founding and sustaining these homes of mercy. The institutions are supported by moneys derived from bequests, popular contributions, proceeds of charitable entertainments and a little city aid, besides which great pains are taken to make the institutions as nearly self-supporting as possible by taking in washing, sewing and doing other manual labor. Some children, who are left without mothers, are often placed in the asylums by their fathers for education and religious training, and these "half orphans," as they are called, pay a small sum for their maintenance. The asylums are open to inspection at any time and are well worthy of a visit, especially St. Vincent's Infant Asylum, corner of Magazine and Race streets. The Sisters in charge

are always glad to show their institutions to strangers. In some of the asylums, a contribution box is placed near the door for those who desire to assist in this good work to deposit money. The Catholic Societies are managed by Sisterhoods, and among them the "Sisters of Charity" are foremost in this noble work. Among the many asylums the following are well worthy of a visit, especially: the Baby Asylum (St. Vincent's) and the Little Sisters of the Poor Asylum.

CAMP STREET FEMALE ORPHAN ASYLUM.

At the intersection of Camp and Prytania streets, Margaret Park. Take Prytania or Magazine cars on Canal street.

The Camp Street Asylum is one of the largest in the city and is managed by the Sisters of Charity. It was founded about 1850, by Sister Regis, and is designed as an asylum to educate children transferred from St. Vincent's Infant Asylum. The asylum is ably conducted and its labors are well appreciated. Margaret, the benevolent baker, was for many years one of its best friends and foremost supporters. Her statue is in the little park in front of the asylum.

ST. ELIZABETH ASYLUM.

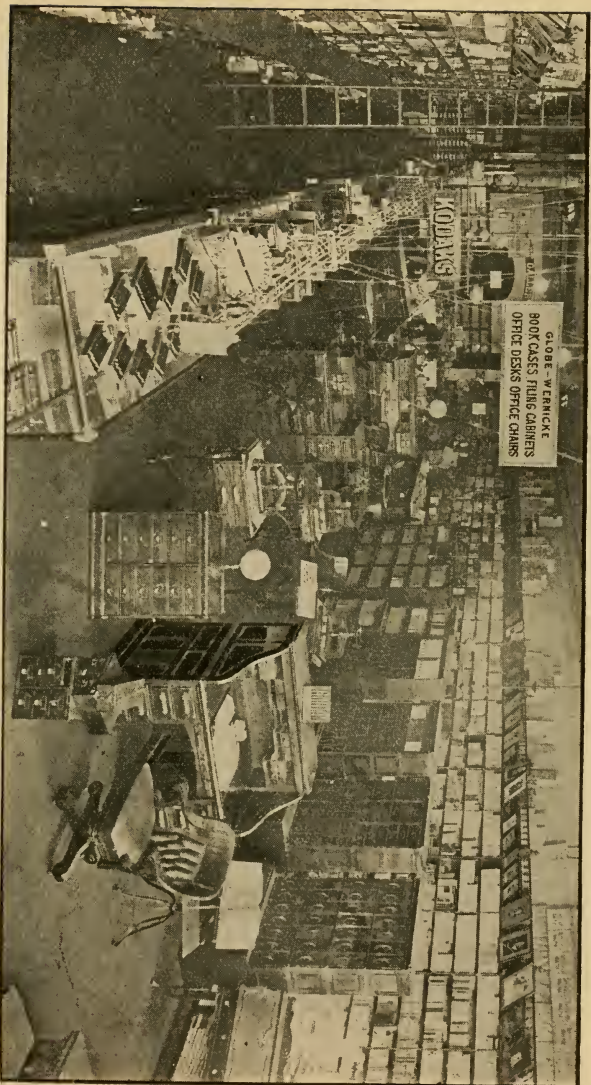
On Napoleon avenue, between Prytania and Coliseum streets. Take Prytania cars on Canal street to Napoleon avenue, or St. Charles cars, corner of Canal and Baronne streets to Napoleon avenue, thence walk two squares toward the river. For admission apply at gate.

This asylum, which occupies two squares of ground, faces Napoleon avenue, and is a large three-story brick building with a mansard roof. The institution is under the care of the Sisters of Charity and is to a great extent self-supporting. After the female orphans at the Camp Street Asylum have reached a certain age they are transferred to this asylum and are taught to wash, sew and do fine needle work. As soon as they reach womanhood situations are found for them, and for a time the good Sisters look after their welfare.

ST. VINCENT'S INFANT ASYLUM.

Corner of Magazine and Race streets. Take Magazine cars on Canal street to the corner of Race street, thence one square toward river to Magazine street. For admission apply at any time at front gate.

St. Vincent's is generally known as the "Baby Asylum," and is the most interesting asylum to visit on account of the



INTERIOR VIEW--GROUND FLOOR,
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number and tender age of its inmates, as well as to see how the patient Sisters of Charity can manage to care for so many little ones. It serves as the Foundling Asylum of the city, and contains over two hundred children, who are either babies or little children just able to walk. The building is a commodious brick edifice and its dormitories, nurseries and halls are models of neatness. As the little inmates are entirely helpless all strangers should not forget to drop some contribution, no matter how small, in the box, as it will assist the kind Sisters in their good work.

POYDRAS MALE ORPHAN ASYLUM.

On St. Charles avenue, corner of Dufossat street. Take St. Charles cars, corner of L-aronne and Canal streets, to Dufossat street. For admission apply at the gate.

Some years ago Julien Poydras, a wealthy citizen of New Orleans, died, leaving all his property for the benefit of the poor, and with these means two asylums have been erected and are maintained in a worthy manner. One of these is the above named asylum, which occupies a whole square of ground and is a substantial built building of brick, ornamented by a cupola. The boys are well taken care of and educated with great care.

POYDRAS FEMALE ORPHAN ASYLUM.

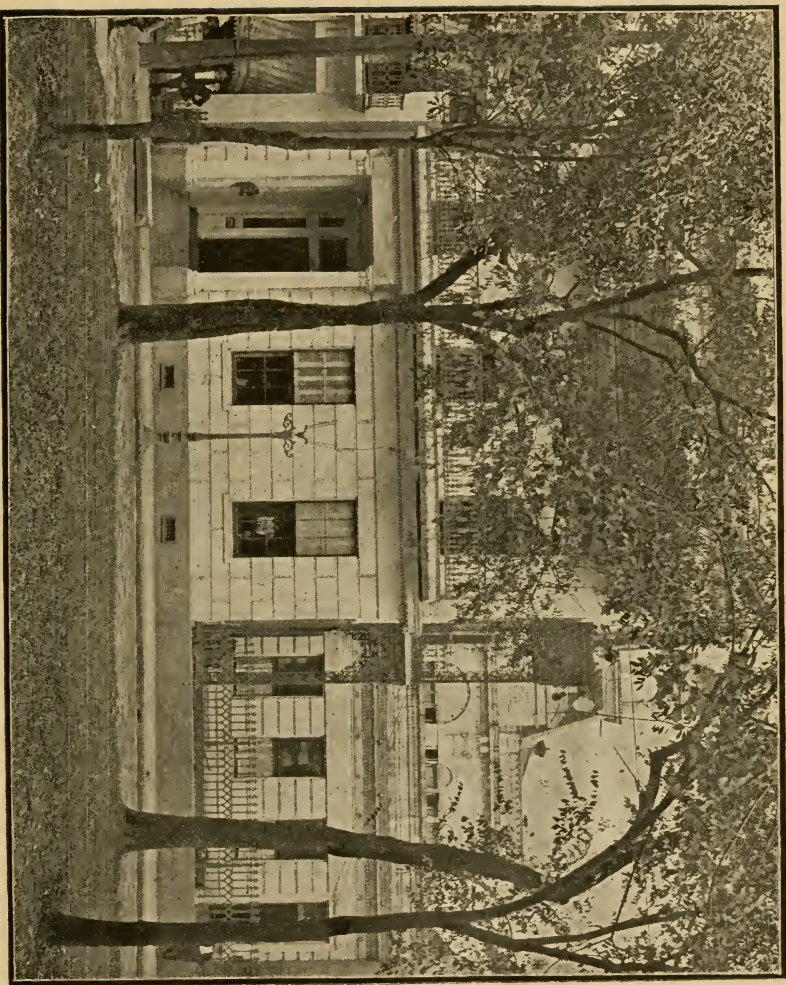
On Magazine street, corner of Peters avenue. Take Coliseum cars on Canal street to Peters avenue. Admission by gate on Magazine street.

This asylum for girls, founded by property left by Julien Poydras, a wealthy citizen of New Orleans, is a large four-story brick building at the corner of Magazine street and Peters avenue. The asylum grounds comprise a large square and are well laid out with walks and handsome shrubbery. The institution is managed by a board of directresses and is a model asylum.

ST. MARY'S ORPHAN BOYS' ASYLUM.

Chartres street, corner Mazant street. Take Levee and Barracks cars on Canal street, opposite the Customhouse, to Mazant street. For admission apply at front entrance.

This institution occupies nearly a square of ground and consists of a series of plain brick and wooden buildings which the patient Sisters have gradually built and added to as the



YOUNG MEN'S GYMNASTIC CLUB.

years rolled by and the funds came in. The boys are taught useful trades, and attached to the institution is a farm situated below the city. About 400 boys are educated here to become good citizens and industrious workmen.

HOUSE OF THE GOOD SHEPHERD.

On Bienville street, corner of Broad street. Take Canal street cars to Broad street. For admission apply at central entrance on Bienville street.

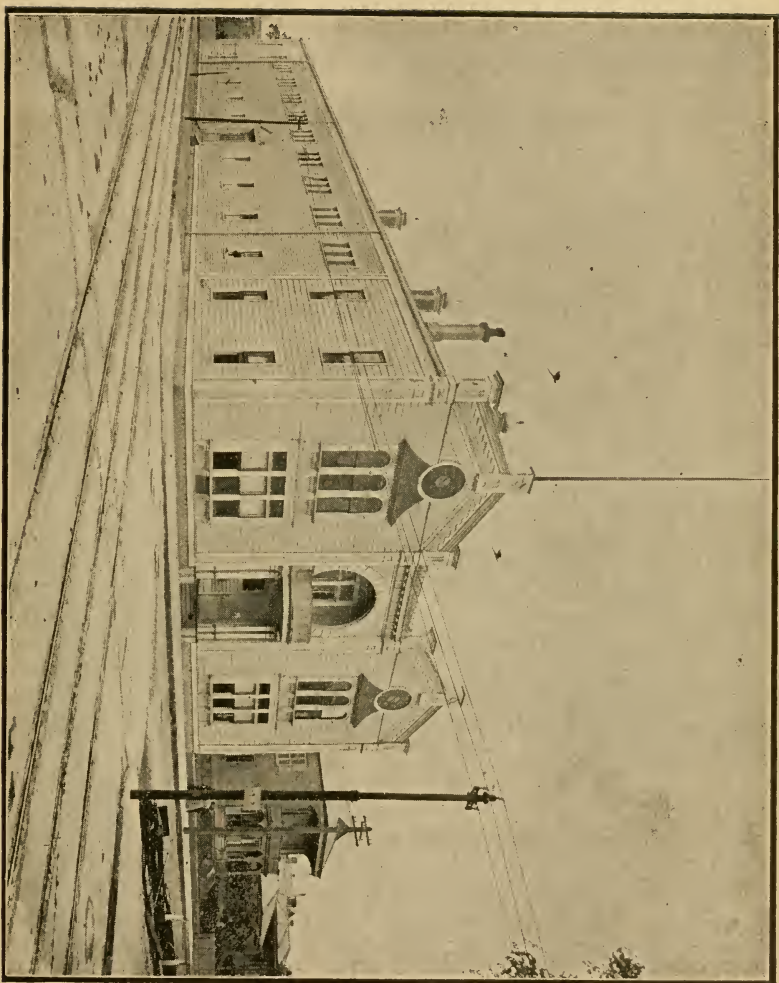
The House of the Good Shepherd is one of the useful institutions of the city, and is designed as a girls' reformatory. The buildings, which are of brick, are very extensive, and comprise working room, dormitories, chapel, and other departments. The institution, which is under the management of the Sisters of the Good Shepherd, is divided into several distinct parts, one portion being for those who are placed there by their parents, and another for those committed by the city magistrates. All are employed in various household duties, and do the washing and sewing of the hotels, steamboats and families.

LITTLE SISTERS OF THE POOR.

Corner of Johnson and La Harpe streets. Take Esplanade cars on Canal street to Johnson street, thence three squares to the corner of La Harpe street. For admission apply at the wicket gate on Johnson street.

This asylum, for the aged and infirm, as it is sometimes called, is one of the most admirable charitable institutions of the city. It has no revenues save from charity and bequests, and with these uncertain means the noble band of the Little Sisters of the Poor have erected the large pile of buildings covering nearly a square. The Little Sisters go daily to the markets, hotels and restaurants, and gather what would be thrown away as useless, and so manage to support daily this large asylum full of old and infirm people, for according to the rules of the order they must subsist by begging alone and use all bequests in the erection of buildings.

The institution is divided into two departments, male and female, and the only condition of admittance to this home is that one is poor, old and helpless. In the centre of the building is the chapel, plain and without ornament, but neat and well arranged. The regulations of the order of the Little Sisters of the Poor do not permit any luxury; they have no organ, so all the services are entirely choral. Many of the



SOUTHERN ATHLETIC CLUB.

inmates are over a hundred years old, and it is one of the most interesting places in the city to visit. Strangers should not fail to contribute to this very worthy charity. The Little Sisters need all the help they can get, and the money thus bestowed will surely be well expended on those whom the world no longer has use for, poor, decrepit and friendless.

EPISCOPAL HOME.

Corner of Jackson and St. Thomas streets. Take Jackson cars, corner of Canal and Baronne streets, to the corner of St. Thomas street. Admission on Jackson street.

This asylum for girls, under the direction of the Sisterhood of the Protestant Episcopal Church, occupies a large brick building on Jackson avenue, and is a well managed institution. The girls, under the pious Sisters, are educated and well cared for.

ST. ANNA'S ASYLUM.

Corner Prytanla and St. Mary streets. Take Prytanla cars to the corner of St. Mary street. Admission at Prytanla street entrance.

The St. Anna's Asylum, or Home, is a handsome three-story brick building and was founded by Dr. Mercer, a wealthy citizen, as a retreat for poor gentlewomen, and was well endowed with property, so that the asylum gives a comfortable home to a large number of ladies. This institution, named in honor of the only daughter of the founder, is a model of neatness and order, and happily under the careful management of several charitable ladies, accomplishes very well the objects of its founder.

JEWISH HOME.

Corner of St. Charles and Peters avenues. Take St. Charles cars on Canal street.

The Jewish Home is one of the best managed institutions in the city, and is the pride of the Hebrews, under whose fostering care it is placed. The children are well taken care of and educated in their faith, and are the object of much tender devotion on the part of the Jews, who, with their proverbial charity to each other, maintain almost wholly, without outside assistance, this noble home and asylum. It is a model institution, under the paternal care of Mr. Hyman, who is a thoroughly practical manager.



YOUNG MEN'S CHRISTIAN ASSOCIATION.

AUCTIONEERS' OLD EXCHANGE.

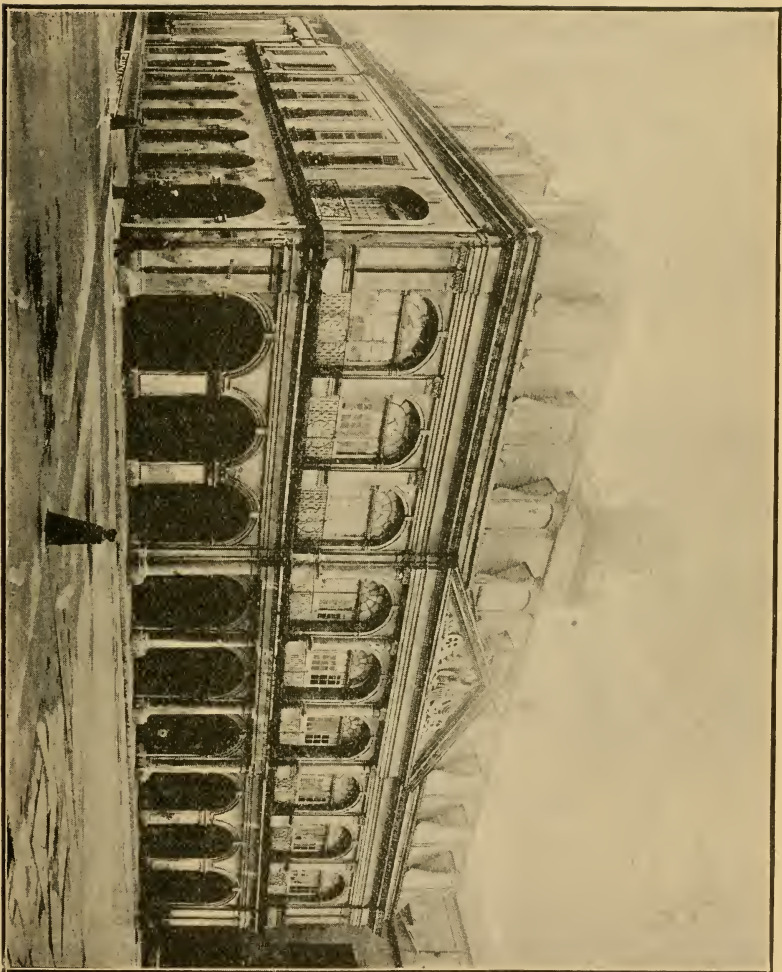
On Royal street, half a square from Canal street.

The Exchange Building, on Royal street, now used as a billiard hall, and formerly the Exchange of New Orleans, is a large building with a white stone front on Royal street, near Canal street. At one time the ground floor was used by the postoffice and the second floor as offices and court rooms. In one of the large rooms, in the rear, the celebrated filibuster of Central America, General Walker, "the grey-eyed man of destiny," as he was called, was tried and acquitted, through the exertions of the Hon. Pierre Soulé, the well known French exile and Senator from Louisiana. This building was designed for an Exchange, and the interior, surmounted by a large dome, supported by columns, is an elegant hall; but its beauty is marred by the temporary floor dividing the hall into two stories.

BANKS.

The Banks of New Orleans are eighteen in number, with a combined capital of \$7,150,200. Of this number six are National Banks and the others are operated under the stringent banking laws of the State and the supervision of a State Bank Examiner. Some of the banks, as the Whitney National Bank and the New Orleans National Bank, have small capitals but a large surplus of nearly treble the amount. The market quotations of the stocks of the New Orleans banks indicate that they are doing a safe and prosperous business, the bank clearings amounted, in 1901, to \$496,465,741, and the daily deposits reach as high as \$26,059,473. The banks are open from 9 a. m. to 3 p. m.

	Organized.	Capital.
Canal, No. 225 Camp street.....	1895	\$1,000,000
Citizens', No. 630 Gravier street.....	1853	380,200
Commercial National, No. 206 Carondelet street.....	1900	300,000
Commercial Trust & Savings, 143 Carondelet street..	1902	250,000
Germania National, No. 620 Canal street.....	1869	300,000
Germania Savings Bank & Trust Co., 311 Camp street..	1881	100,000
Hibernia Bank & Trust Co., No. 218 Carondelet street..	1902	1,000,000
Louisiana National, No. 614 Common street.....	1866	500,000
Metropolitan, No. 408 Camp street.....	1870	250,000
Morgan State Bank, No. 143 Chartres street.....	1901	100,000
New Orleans National, No. 201 Camp street.....	1870	200,000
People's, No. 201 Decatur street.....	1869	250,000
Provident Savings & S. Dep., No. 221 Camp street....	1893	100,000
State National, No. 619 Common street.....	1871	300,000
Teutonia, No. 327 St. Charles street.....	1893	100,000
U. S. Safe Dep. & Sav. Bank, No. 207 Camp street....	1893	100,000
Whitney National, No. 613 Gravier street.....	1883	400,000
Interstate Trust & Banking Co., No. 215 Camp street..	1902	1,500,000



CABILDO.

BARRACKS.

On the Levee, at the extreme end or lower limits of the city. Take Dauphine cars on Canal street, or Levee and Barracks cars in front of the Customhouse. Admission at front gate on the Levee.

The United States Barracks, officially known as Jackson Barracks, face the river. They consist of a series of brick barracks and officers' quarters, with an esplanade in the centre, the whole enclosed by thick brick walls. This place may be properly called fortified barracks, as at the four corners are towers with embrasures for guns, and the walls are pierced for musketry firing. The barracks and surrounding grounds are kept in perfect order, and are usually occupied by several companies of the different arms of the United States service.

CANAL STREET.

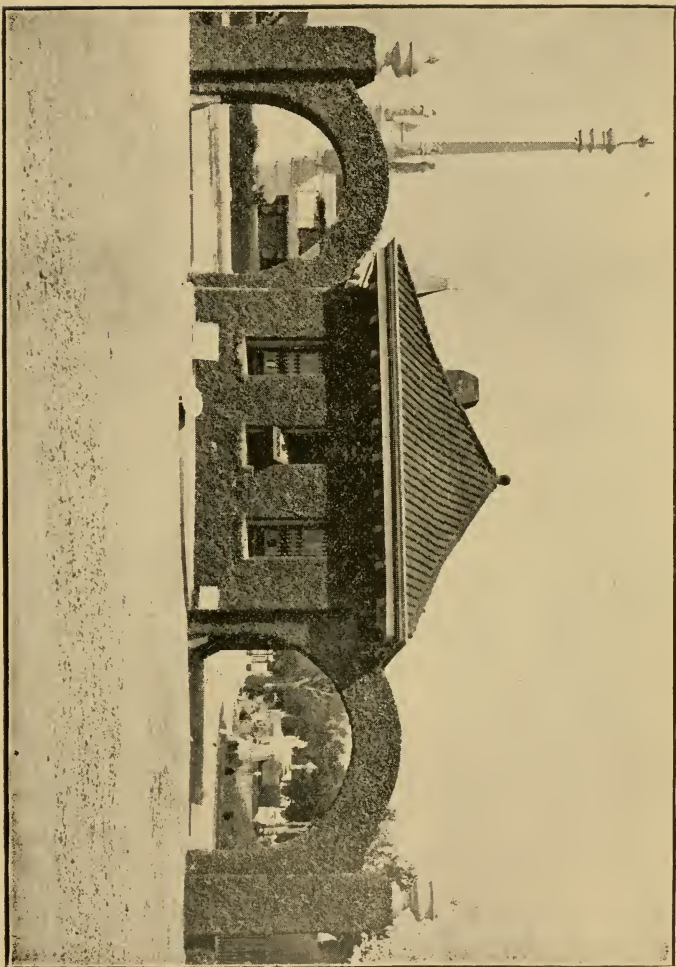
The main avenue of New Orleans is Canal street, which extends from the Mississippi River to the Metairie Ridge. Its name is derived from a canal that formerly occupied the neutral ground on which are the starting points of the cars. The street was formerly the upper boundary of the city, and on it was a line of ramparts, or fortifications. The canal, or moat, was, in later times, used for irrigation, but, as it became a nuisance, it was filled up. This street is the dividing line between the American and Creole population, and many of the latter have never crossed the line. All the principal retail stores are on this street, and the lower side, from Chartres to Rampart street, is the principal promenade in the city. All car lines radiate from this street to all parts of the town.

CARONDELET STREET.

Carondelet street, named after the Spanish Governor, Baron de Carondelet, intersects Canal street and is the great cotton mart. On this street, and on the streets adjoining, are all the large factorage houses, and nearly two million bales of cotton, worth the enormous sum of one hundred million of dollars, are sold every year.

CARS.

SEE DIRECTIONS FOR TOURISTS.



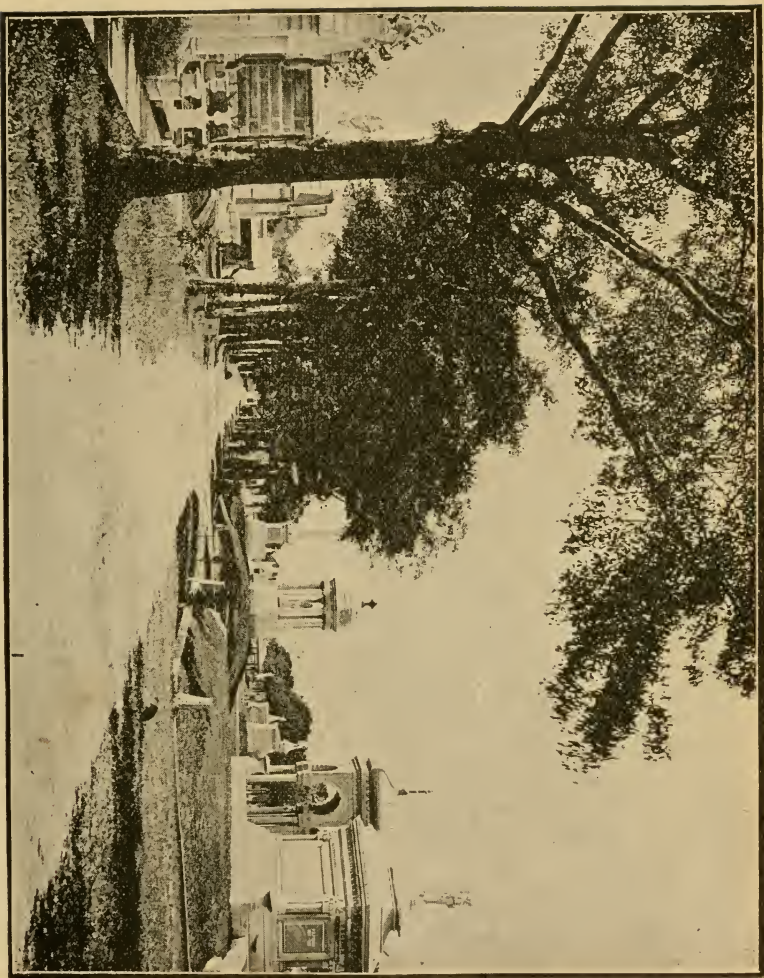
ENTRANCE—METAIRIE CEMETERY.

CABILDO AND COURT BUILDINGS.

On Jackson Square, six blocks from Canal street. Take cars in front of Customhouse and get out at Jackson Square and cross the Square to Chartres street.

The buildings on each side of the Cathedral are known as the Court Buildings, and like all edifices erected by the Spaniards, by whom they were built, are constructed in a heavy and solid manner and are splendid specimens of Spanish colonial architecture. The facades, on Chartres street, consist of a series of arches and columns, and are of brick stuccoed. The upper was called the "Cabildo," or Municipal Chapter House, and was erected in 1794. Within its walls the transfers of Louisiana by the representatives of the King of Spain to France and of France to the United States, in 1803, were made. There the proud seigneur, in big wig and knee breeches, representing the King of Spain, absolved, with sublime and lofty condescension, in his master's name, his vassals of the colony from their oaths of fealty and transferred them over to France. Later on the colonists were turned over to the United States Féderation in this same building and Gov. Claiborne, representing the United States, welcomed them into the American colony as free citizens of a great Republic. From the balcony was proclaimed the transfer of the colony and the new flag was saluted by the authorities. In 1826, General Lafayette was entertained by the city and the Cabildo was fitted up as a residence for the General. At present, a jail and criminal court occupy the ground floor and the upper part is used by the Supreme Court of the State. The sessions of this court are public, and take place from 11 a. m. to 3 p. m. In the court-room are a series of portraits of distinguished lawyers. The entrance is wide with an old-fashioned and much worn stone staircase. On May 2, 1901, President McKinley was received here by the Louisiana Historical Society and spoke from the balcony. In the Cabildo were held the first Protestant services in Louisiana, Bishop Chase officiating.

The lower court building is not so old as the Cabildo and is used by the District Courts. In former times, the site of this building was occupied by a monastery of Capuchins, who were charged with the services of the Cathedral. The gardens of their convent extended back to Chartres street, and here Father Antonio de la Sedella, better known as Père Antoine, lived for

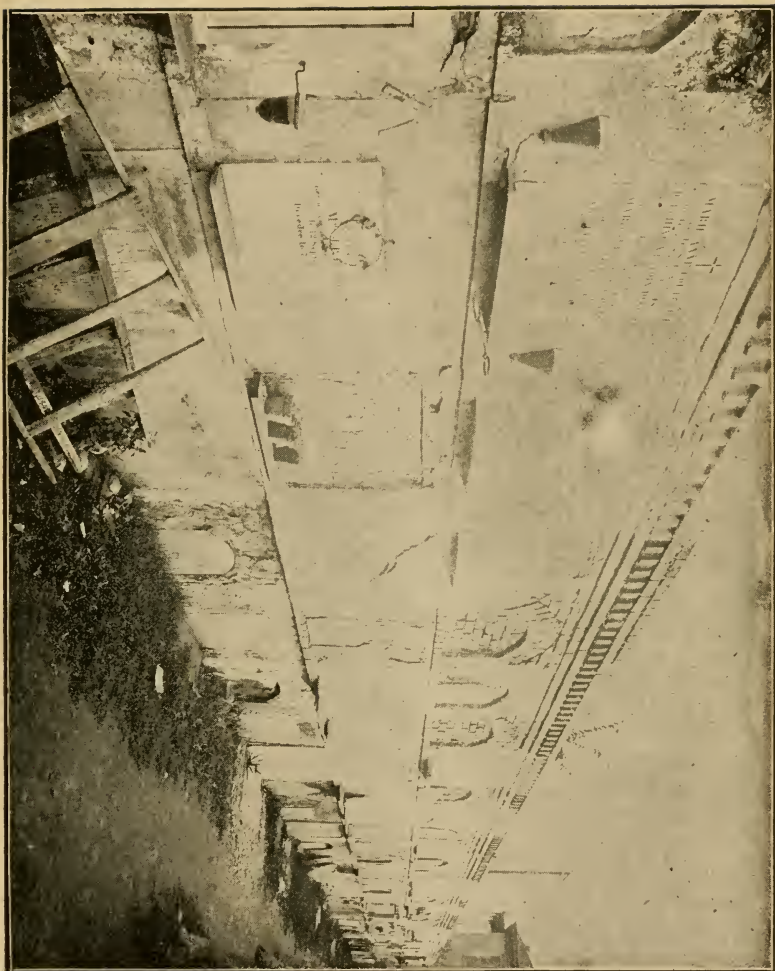


METAIRIE CEMETERY.

many years. When this priest landed in the colony he came to establish the Inquisition in Louisiana. After exhibiting his credentials from the Grand Inquisitor of Spain, he requested the Governor to place at his command the troops to carry out the orders of the Holy Office. That night, while dreaming of the best means to begin the crusade against the impious, he was awakened by loud knocks at the monastery door. On opening it he beheld a line of soldiers. "Not yet ready, my faithful children," said Père Antoine. "I will send for you after a few days." "We want you," was the reply of the lieutenant commanding, "and our orders are to conduct you, without delay, this very night, on board of His Majesty's ship to sail for Spain." Vainly did Père Antoine threaten them with the terrors of the Inquisition, and dared them to molest the representative of the Holy Office. He was obliged, however, to go, and thus the colonists were spared the horrors of the Inquisition. He returned later, but never attempted to start the business again.

CEMETERIES.

Cemeteries are often called "The Cities of the Dead," and nowhere is the term more appropriate than in New Orleans. The soil being low and wet, it is necessary to bury above ground, and, consequently, the cemeteries of this place present the appearance of cities with little white houses, which serve as tombs. As the manner of burial is different from most cities, the cemeteries should be visited by all strangers. In the rear of the city are some graveyards where interments are made in the ground, but, as you cannot dig very deep without striking water such mode of burial is but little used, and then only by the poorer class, who have to dig very shallow graves. The customary way is to bury in tombs of brick or marble, costing from one hundred to one thousand dollars, and in some cases even more. The tombs, which generally consist of two vaults, with a vault below for bones, are well cemented to prevent exhalations from the bodies within, and rigorous laws are enforced to prevent vaults being opened too soon after a burial. The rows or vaults built in tiers are called ovens. After a year or two, if the vault is needed for another person, the coffin, which is of wood, is broken up and burned, and the bones deposited in the vault below, so that, in this manner, many burials can be made in the same tomb



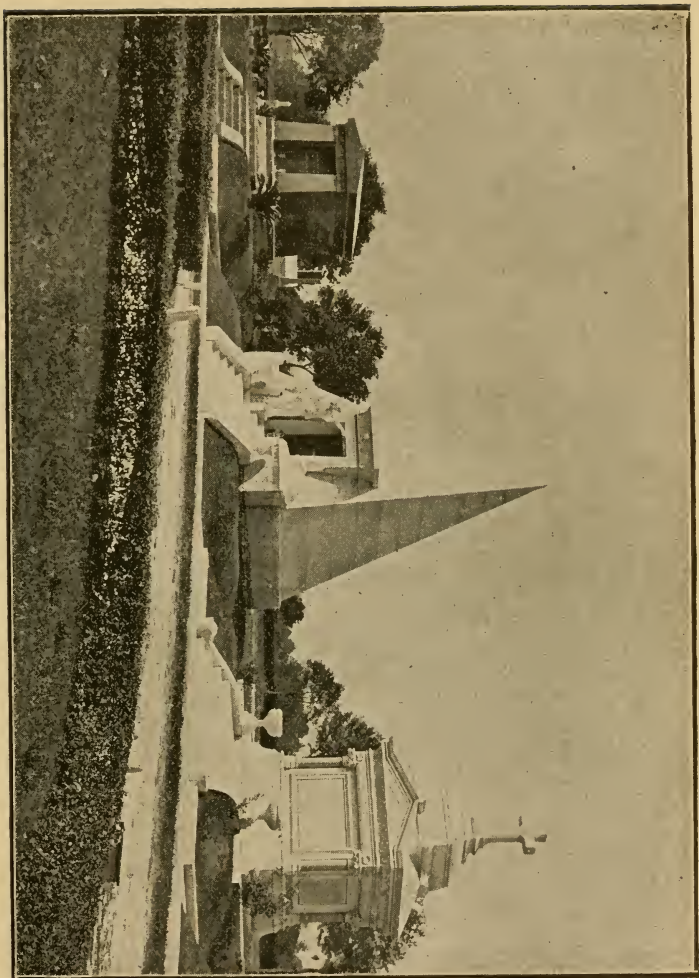
VAULTS—ST. LOUIS CEMETERY.

during a series of years. Funerals are always attended by friends and acquaintances of the family, as it is considered a mark of respect. One of the first things that strikes the stranger is the little black-bordered funeral invitations on the street corners, the relics of a custom which is derived from the French. In these notices the names of half a dozen families, of near and remote kin, are sometimes mentioned. In former times, these invitations were sent on a silver basket, by a slave to all friends and the omission to send one was considered as a slight. Formerly, when the cemeteries were near the centre of the city, the body was carried, followed by a long procession of priests and friends bearing wax tapers. At each corner the procession would halt and chant prayers for the dead in a most lugubrious tone. Now, the practice is abolished, but it is still the custom for ladies and gentlemen to follow the procession on foot. The black household servants always claim the privilege to follow immediately after the coffin before the family, and it is the custom in the French part of the city for passers-by to uncover while the procession is passing. On November 1st, All Saints' Day, the cemeteries are visited by thousands. The tombs are ornamented with flowers, china vases, lighted candles and draperies. In the afternoon, in the Catholic cemeteries, services are held.

All Saints' Day, as a holiday of obligation, was early appointed by the Catholic Church, but the floral offerings were not a statute of the Church, only the manifestation of a very pure sentiment. As one of the reverend fathers has remarked, "We cover the coffins of our beloved with flowers as a token of our affection; it is not strange we should repeat so beautiful a ceremony, and cover their tombs on one day set apart for the purpose each recurring year. It is said of man, 'He cometh forth like a flower and is cut down.'"

It has been suggested that this offering of flowers preserves the memory of the Eastern custom of bringing spices to the tomb, as the holy women did to the tomb of our Lord. The service of All Saints' Day begins with the vespers of the evening before, and we anticipate All Souls' Day by performing the ceremonies that properly belong to that day on All Saints' Day.

A Catholic dictionary, a recent publication, contains the following statements: "All Souls' Day—A solemn commemoration of and prayer for all the souls in purgatory, which the



TOMBS—METAIRIE CEMETERY.

Church makes on the 2d of November. The mass said on that day is always the mass of the dead. Priests and others, who are under the obligation of reciting the breviary, are required to say the matins and lauds from the office of the dead in addition to the office which is said on that day according to the ordinary course, and the vespers of the dead are said on the 1st of November immediately after the vespers of All Saints'. This solemnity owes its origin to the Abbot Odilo of Clugney, who instituted it for all the monasteries of his congregations in the year 998. Some authors think there are traces, at least, of a local celebration of this day before Odilo's time."

Among the many cemeteries the following are the most noteworthy:

ST. LOUIS CEMETERY No. 1.

On Basin street, between Conti and St. Louis streets. Take Dauphine or Esplanade cars. Get out at St. Anthony's Church, corner of Rampart and Conti streets, and walk one square towards the woods. Open daily, sunrise to sunset. No cards of admission required.

The old St. Louis Cemetery, as it is usually called, is the oldest graveyard in the city, and is situated near the centre of the town. The ground was laid out without any order, and the tombs, with the inscriptions in French and Spanish, are scattered about, forming tortuous alleys, through which it is difficult to find the way in and out. As this is the oldest cemetery, the tombs belong to the ancient Creole colonial families, and on the tombstones are the names of many who figured in colonial history. The handsomest tomb is that of the Italian Society (see Monuments), which is easily found on account of its great height and commanding white marble statue of Religion supporting a cross. In the rear is the lofty tomb of the Société Française, a large benevolent society of the French. On the same alley, to your right as you face the monument, is the tomb of Daniel Clark, erected by his friend and executor, Richard Relf. Daniel Clark was American consul during Spanish times, and was claimed by Mrs. General Myra Clark Gaines as her father. The assertion of her claims gave rise to a long litigation which lasted nearly fifty years, until the names of all the parties concerned in the suits have become familiar throughout the country. In front of the Société Française tomb is that of the *Artillerie d'Orleans*, an artillery company of the city; it is surrounded by cannon, placed in the ground and connected with each other by chains.



ST. ROCH'S CHAPEL.

In the alley to the right is the tomb of Stephen Zacharie, the founder of the first bank established in the Mississippi Valley. In a narrow alley, between the Artillery Tomb and the street, is the vault of the Chinese Society. After examining the various monuments, the stranger should go to the alley on the Canal street side of the cemetery (beyond the Portuguese Tomb), at the end of which is a quiet nook, the private graveyard of the Layton family. In the same enclosure is a pretty chapel, used for the burial of the Jesuit priests. Retracing our steps by following the walls, which are lined with vaults, called "*ovens*," we regain the entrance. The inscriptions are in French, and often the words "*Mort sur le champ d'honneur*" or "*victime de l'honneur*" are seen, which indicates the resting place of some one killed in a duel.

ST. LOUIS CEMETERIES NOS. 2, 3 AND 4.

On Claiborne street, one block from Canal street. Take Claiborne cars. Open daily, sunrise to sunset. No cards of admission required.

The next oldest cemeteries, after the one on Basin street, are those on Claiborne street. Those situated between Bienville and St. Louis streets are used by the whites, and the one between Bienville and Customhouse streets by the colored people. In the centre one, between Bienville and Conti streets, are many handsome tombs belonging to societies and citizens. In the middle of this cemetery rises a large cross, and near by are the tombs of the Delachaise, Cabiro, Plauche, Judge Martin of the Supreme Court, and Alexander Milne, a philanthropist. At the end of the alley, towards Claiborne street, is the Barelli tomb, on which are sculptured bas-reliefs in memory of young Barelli, who was killed by the explosion of the steamboat Louisiana. The accident forms the subject of the bas-relief, and always attracts much attention. At one end of No. 4 cemetery is the large Mortuary Chapel of the Carrière family.

METAIRIE CEMETERY.

Outside of the city, near Metairie road, and on banks of the New Canal. The largest and handsomest cemetery of the city. Take Canal street and Lake cars to the Ridge and cross the bridge. Open daily, sunrise to sunset. No cards of admission required.

The famous Metairie race course, where Lexington and Le-compte ran, in 1853, the celebrated race, was purchased a few years ago by a company and converted into a cemetery. Many

plans were examined, and finally that of Harrod accepted, which retained the old race course as the main drive, and reserved a large garden in the centre. The most notable tombs are those of the Hernandez, Slocomb, Howard, Morris and Clapp families; the monument of the Washington Artillery and that of the Army of Tennessee (see Monuments), and near the lake the tombs of Saloy, McCan and others. Near the entrance is a large receiving vault, built in the form of a chapel, and several mounds of exquisite flowers. At the entrance is the tomb of the Army of Tennessee, surmounted by the equestrian statue of General Albert Sidney Johnston. In the vault are buried Generals Beauregard and Johnston. At the entrance of the vault is the statue of a Confederate soldier calling the roll.

ST. ROCH'S SHRINE AND CAMPO SANTO.

Corner of Washington and Roman streets. Take, on Canal street, the Claiborne or Villere cars to end of line. Open 7 a. m. to 5 p. m. No cards of admission.

St. Roch's Campo Santo Cemetery, in a far-off corner of the city, away from the bustle and noise of modern life, is very curious; devout Catholics make pilgrimages to this shrine to pray for the Saint's intercession to obtain divine favors. Some pray to get husbands, some for wives, some for children, others for wealth or other objects. The shrine, a vine-clad Gothic chapel in the centre, contains a pretty altar surmounted by a figure of St. Roch with his faithful dog and panels illustrating the Saint's life. St. Roch was born at Montpelier, France, in the thirteenth century, and in making a pilgrimage to Rome he passed through Piacenza where the plague was raging. He nursed the sick and finally succumbed, but dragging himself to a wood he was followed by his faithful dog which licked his sores till he recovered. He died in 1327 after a life of great sanctity and was canonized. Beneath the altar is a life-like figure of the Saviour in the tomb and around the sides of the chapel are the burial vaults of church societies. In the grounds are the fourteen Stations of the Cross of carved bas-reliefs in wood. The pilgrims making a novena purchase a taper at the gate and place it lighted at the foot of the altar, make their wishes, say the litany of St. Roch, and after depositing their alms make the way of the cross at the several stations. In one corner is the tomb of the nuns of the Perpetual

Adoration Order, who pray in their convents, night and day, before the Host. In the rear cemetery is a mortuary chapel frescoed by the Carmelite monks and surmounted with a statue of St. Michael, archangel.

CHALMETTE CEMETERY.

Situated on the Battle Ground, six miles below the city. Take Barracks or Dauphine cars and ride to terminus, from which point walk down the river one mile and a quarter.

The United States Government purchased a portion of the old battle-ground where, in 1815, Jackson defeated the English, and converted it into a national cemetery. The grounds, covered with hundreds of little white marble headstones, are laid out in a tasteful manner, with shelled walks and avenues of trees. In the centre is a military monument, recently erected, on which is inscribed the appropriate motto, referring to the dead heroes and their deeds, "*Dum tacent clamant*" ("While silent they cry aloud"—Cicero). On Decoration Day, the Grand Army of the Republic usually holds a memorial service on this spot, when appropriate addresses are made. The earthworks outside of the walls were raised by the Confederates during the late war for the defense of the city. On the upper side of the cemetery, in the distance, is the Battle Monument, and near it, among the trees, is Jackson's headquarters.

OTHER CEMETERIES.

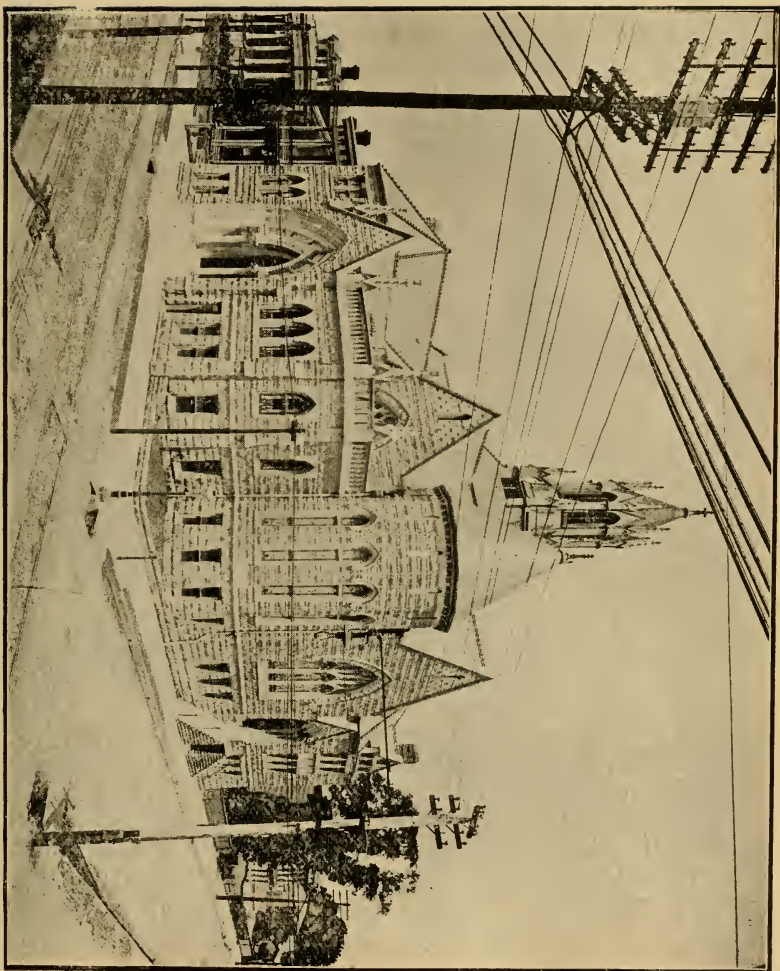
Many other cemeteries are situated in various parts of the town, and can be visited between sunrise and sunset without cards of admission.

CHURCH DIRECTORY.

ROMAN CATHOLIC.

Cathedral—Jackson Square. Take cars in front of United States Customhouse to Jackson Square, six squares distant. Services: Low Mass at 6 and 8 a. m.; Children's Mass at 10 a. m.; High Mass at 11 a. m.; Vespers and Benediction at 5:30 p. m.

Jesuits' Church—Baronne street, near Canal street. Masses at 7 and 8 a. m.; High Mass at 11 a. m.; Vespers and Benediction at 7 p. m.



PRYTANIA STREET PRESBYTERIAN CHURCH.

St. Patrick's Church—Camp street, one square above Lafayette Square. Take, on Canal street, Prytania cars to church door, six squares distant. Low Mass at 6 and 7:30 a. m.; High Mass, 10 a. m.; Vespers, 4:30 p. m.

St. Alphonsus Church—Constance street, between Josephine and St. Andrew streets. Take, on Canal street, Magazine cars to the corner of St. Andrew street, thence one square towards the river. Low Mass, 5:30 and 8 a. m.; High Mass, 10 a. m.; Vespers and Benediction at 3 p. m.; Sermon and Benediction at 7 p. m.

Notre Dame de Bon Secours—Jackson avenue, between Constance and Laurel streets. Take, on Canal street, Magazine cars to Josephine street, thence one square to church door, or Jackson cars, corner of Canal and Baronne streets, to church door. Low Mass, 7 a. m.; High Mass, 10 a. m.; Sermon and Benediction, 6 p. m.

St. Mary's Assumption—Josephine street, between Constance and Laurel streets. Take, on Canal street, Magazine cars to Josephine, thence one square towards river. Low Mass, 5:30 and 7 a. m.; High Mass, 10 a. m.; Vespers and Benediction at 7 p. m.

St. Theresa's—Camp street, near Margaret Place. Take Magazine street cars, on Canal street, to church door, twelve squares distant. High Mass, 10 a. m.

St. John the Baptist—Dryades street, between Calliope and Erato streets. Take Dryades street cars to church door. Low Mass, 6 and 8 a. m.; Children's Mass, 9 a. m.; High Mass, 10 a. m.; Vespers and Benediction at 7 p. m.

St. Peter's and St. Paul's—Burgundy, near Marigny street. Take Dauphine cars on Canal street. Low Mass, 5:30 and 7:30 a. m.; High Mass, 10 a. m.; Vespers and Benediction at 5 p. m.

St. Maurice's—Hancock street, near levee. Take Dauphine cars, on Canal street, to the corner of Hancock street, distant about two miles.

PROTESTANT EPISCOPAL.

Christ Church Cathedral—Corner of St. Charles and Sixth streets. Services at 11 a. m. and 6 p. m.

Trinity Church—Corner of Jackson and Coliseum streets. Take Jackson avenue cars on Canal street to church door, or



RAYNE MEMORIAL CHURCH.

Prytania cars on Canal street to Jackson avenue, thence one square towards river. Services at 11 a. m. and 5 p. m.

Free Church of the Annunciation—Corner of Camp and Race streets. Take Magazine cars on Canal street to the corner of Race street. Services at 11 a. m. and 5 p. m.

Grace Church—South Rampart, near Canal street. Services at 11 a. m. and 7:30 p. m.

St. Anna's Church—Esplanade street. Take Esplanade cars on Canal street to church door, one mile distant. Services at 11 a. m. and 5 p. m.

St. George's Church—St. Charles avenue, corner of Cadiz street. Take St. Charles avenue cars on Canal street to church door, about two miles and a half distant. Services at 11 a. m. and 5 p. m.

St. Paul's Church—Corner of Camp and Gaiennè streets. Take Magazine or Prytania cars to door. Services at 11 a. m. and 7:30 p. m.

Mt. Olivet Church—Take Canal street ferry to Algiers, thence to church, corner of Peters and Olivier streets. Services at 11 a. m.

Trinity Chapel—Rampart street. Services at 11 a. m. and 7 p. m.

PRESBYTERIAN.

First Presbyterian Church—Lafayette Square. Take cars on St. Charles street to Lafayette Square, six squares distant. Services at 11 a. m. and 7:30 p. m.

Lafayette Presbyterian Church—Magazine street, between Jackson and Philip streets. Take Magazine cars on Canal street to the church door, about one mile distant. Or, Jackson cars on Canal and Baronne streets to Magazine street, thence up one square to church. Services at 11 a. m. and 7:30 p. m.

Third Presbyterian Church—Washington Square, between Frenchmen and Elysian Fields streets. Take Dauphine cars to Washington Square, thence across square to the church. Services at 11 a. m. and 7 p. m.

Prytania Street Presbyterian Church—Corner of Prytania and Josephine streets. Take Prytania cars to Josephine street. Services at 11 a. m.

Memorial Presbyterian Church—Corner of Franklin and



COLISEUM PLACE BAPTIST CHURCH.

Euterpe streets. Take Dryades cars to Franklin street. Services at 11 a. m.

Canal Street Presbyterian—Corner Canal and Derbigny streets. Take Canal street cars on Canal street to church door. Services at 11 a. m.

Napoleon Avenue Presbyterian Church—Napoleon avenue and Coliseum street. Services at 11 a. m.

METHODIST EPISCOPAL CHURCH (SOUTH).

Carondelet Street Church — Carondelet street, between Lafayette and Girod streets. Take Coliseum cars on Canal street to church door, six squares distant. Services at 11 a. m. and 7 p. m.

St. Charles Avenue Church—Corner of St. Charles avenue and General Taylor street. Take St. Charles avenue cars corner of Canal and Baronne streets to corner General Taylor street. Services at 11 a. m. and 7 p. m.

Felicity Street Church—Corner of Felicity and Chestnut streets. Take Coliseum cars on Canal street to corner of Chestnut street. Services at 11 a. m. and 7 p. m.

Louisiana Avenue Church—Corner of Louisiana avenue and Magazine street. Take Magazine cars on Canal street to Louisiana avenue, or Coliseum cars on Canal street to Louisiana avenue. Services at 11 a. m. and 7 p. m.

Moreau Street Church—Corner of Chartres and Moreau streets. Take Levee cars in front of U. S. Customhouse to Moreau street. Services at 11 a. m. and 7 p. m.

METHODIST EPISCOPAL (NORTH).

Ames Methodist Episcopal Church—Corner of St. Charles avenue and Calliope street. Take St. Charles avenue cars on Canal street to Calliope street. Services at 11 a. m. and 7 p. m.

BAPTIST.

Coliseum Place Baptist Church—Corner of Camp and Terpsichore streets. Take Magazine cars, or Coliseum cars on Canal street to the corner of Terpsichore street. Services at 11 a. m. and 7:45 p. m.

Valence Street Baptist Church—Corner Magazine and Valence streets. Take Coliseum cars to door. Services at 11 a. m. and 7:30 p. m.

UNITARIAN CHURCH.

Peters avenue, near St. Charles avenue. Services at 11 a. m.

LUTHERAN AND GERMAN PROTESTANT.

Zion Church—Corner of St. Charles avenue and St. Andrew street. Take St. Charles avenue cars on Canal street. Services at 10:30 a. m.

Evangelical Protestant—Corner of Jackson and Chippewa streets. Take Jackson avenue cars on Canal street.

CHRISTIAN.

Camp Street Christian Church—Corner Camp and Melpomene streets. Coliseum cars on Canal street to Melpomene street. Services at 11 a. m.

HEBREW.

Temple Sinai—(Reformed Jewish.) Carondelet street, near Howard avenue. Take cars at corner of Canal and Baronne streets, to Carondelet street, or Coliseum street cars on Canal street to door of the Temple. Services: Fridays at sunset, Saturdays at 10 a. m.

Touro Synagogue—(Portuguese rite.) Carondelet street, between Julia and St. Joseph streets. Take Coliseum cars on Canal street to the door, eight squares from Canal. Services: Fridays at sunset, Saturdays at 10 a. m.

The Right Way—(Polish rite.) Carondelet street, near Lafayette street. Five squares from Canal street. Services: Fridays at sunset, Saturdays at 10 a. m.

The Gates of Prayer—Jackson street, near Chippewa street. Take Jackson avenue cars on Canal street to corner of Chippewa. Services: Fridays at sunset, Saturdays at 10 a. m.

BETHEL.

The Seamen's Bethel—St. Thomas street, near Jackson avenue. Take Jackson avenue cars on Canal street to corner of Chippewa street. For hours of services, see daily papers.

CHURCHES.

CATHEDRAL OF ST. LOUIS.

Roman Catholic, on Chartres street, fronting on Jackson Square, six squares distant from Canal street. Take Levee and Barracks cars opposite Customhouse and get out at Jackson Square. Cathedral open daily from 6 a. m. to 6 p. m. Entrance by side door on lower alley.

The Cathedral of St. Louis, named after the patron saint of France, is a large edifice, built in the Renaissance style of architecture; and it has an imposing front on the square. The first Cathedral, a structure of wood and adobe, was erected shortly after the foundation of the city, and, in 1723, was destroyed by the fearful hurricane that levelled a great portion of the infant city. A new edifice was built in 1724, but this building was burned in the memorable fire that, on Good Friday, March 21st, 1788, nearly destroyed the whole city. The conflagration was so disastrous that the colony was unable to rebuild the Cathedral, and for a long time afterwards mass was celebrated in a temporary building. This state of affairs continued to exist until 1794, when Don Andres Almonester, a wealthy Spanish nobleman (the grandfather of the Baroness de Pontalba, who owns the two rows of red brick dwellings on each side of the square) determined to rebuild the Cathedral at his own expense, on condition that a mass should be said every Saturday for the repose of his soul. Immediately work was begun on the building, and the third Cathedral completed at the cost of \$50,000. The design selected was of the usual heavy Spanish style, the front having three heavy round towers, like many of the church buildings erected by the Spaniards in South America. In 1851, the old building was enlarged and remodeled to its present state, and, on the heavy round tower steeples were raised at a cost of over \$100,000. The facade was changed and made more imposing by the addition of columns and pilasters. In 1892 the interior was decorated and frescoed by Humbrecht. In the centre of the ceiling St. Peter is represented receiving the shepherd's staff from our Lord, and in the panels around are the four Evangelists. In the arch are the twelve Apostles. The main or high altar of colored marbles and wood richly gilded has a reredos of columns with a cornice on which are the words "*Ecce Panis Angelorum*" (Behold the Bread of Angels), surmounted with statues of Faith, Hope and Charity. The large mural painting over the altar represents the patron saint of

the Cathedral, "St. Louis, King of France, proclaiming the Crusades," and on the ceiling of the chancel is the sacrifice of the Divine Lamb. Beneath the altar is a large vault, in which are deposited the remains of former archbishops and bishops of the archdiocese. Around the sides of the chancel are the stalls of the canons of the Cathedral and those of the wardens, called *marguilliers*. To the left is the throne of the Archbishop with the seats of his attendants, and on the walls are numerous tablets to the memory of former bishops. Over the organ is a graceful fresco of St. Cecilia resting on a bank of clouds, the best work of the artist, with the inscription, "Sing the praises of the Lord on reed and string instruments." The altar (*on the right*) dedicated to the Sacred Heart and St. Francis de Assissi, has a frescoe on the ceiling of the "Agony of Our Lord," and the altar (*on the left*) of Notre Dame de Lourdes has one of the "Annunciation."

Before that of St. Francis, the founder of the church lies buried. On the marble slab is inscribed in Spanish: "Here rests the body of Don Andres Almonester y Roxas, a native of Mayrenna, in the Kingdom of Andalusia, died in the City of New Orleans, on the 26th of April, 1798, at the age of 74 years. A Knight of the distinguished order of Charles the Third of Spain; Colonel of the Militia of the Provincial Spanish troops; founder and donor of this church and of the St. Charles Hospital; founder of the Hospital of the Lazarines; founder of the Ursuline Convent; founder of the Girls' School, and of the Presbytery, all of which he built in this city at his expense. Rest in peace." The altar of our Lady of Lourdes, on the left, is in the form of a grotto representing the grotto of Lourdes, in France, with the figures of the Virgin and the peasant at the spring. Around the altar numerous and curious *exvotos* (offerings) are hung by parties who have had some wish granted through the intercession of Our Lady of Lourdes. These offerings consist of tablets with dates inscribed, pictures, crosses, photographs, and various kinds of articles. Before the altar is the family vault of the Marigny-Mandeville family, a distinguished noble family of France, long settled in Louisiana, and after whom several streets and villages are named. Mass is said at different hours on Sunday. The early mass is usually attended by the market goers, as is easily seen by the number of market baskets in the church. At 10 o'clock, grand high mass is celebrated, with

music. On Christmas, Easter Sunday, Whitsunday, and other great festivals, the Archbishop celebrates, with great pomp, a Pontifical High Mass. The ceremony lasts a little longer than usual, and the congregation does not withdraw until the procession escorting the Archbishop passes down the main aisle and out of the Cathedral. The procession is composed of all the priests and officials, and before the Archbishop is carried, according to an old custom, a lighted candle. The sexton or beadle of the church, called the *suisse* in French, is in attendance at all services, to keep order and to show strangers to seats. He is easily recognized by his cocked hat, red coat, sword and halberd, circulating through the church, a terror to bad boys and stray dogs.

JESUITS' CHURCH.

Roman Catholic, on corner of Baronne and Common streets, one square from Canal street. Open every day from 6 a. m. to 6 p. m. High mass, with music, on Sundays at 11 a. m. Congregation large, and the most fashionable Catholic Church in the city.

Among the pioneers of Louisiana were some Jesuit priests, who established themselves on a grant of land made to their order, situated a few hundred yards above Canal street. Shortly afterwards, during the religious quarrels, their lands were confiscated, and they were expelled from the colony. It was not until 1847 that the order returned to New Orleans and founded the second and actual establishment at the corner of Baronne and Common streets. As in other countries, the "Fathers of the Society of Jesus," as they are called, are self-supporting, and have flourishing schools. Commencing about the year 1848 in a small house in which they kept a school, they opened a little chapel, and these buildings have become gradually extended, until they comprise a large college with great buildings of brick of an attractive design, by Owen, the architect, who also designed the school building on the lower side of the church, a memorial erected by the McCloskey family. The magnificent church, called the *Church of the Immaculate Conception*, with the college, occupy over a quarter of a square in the heart of the city. The church, which is in the Moresque style of architecture, was designed by Father Cambiaso, a member of the order. The building is 135 feet long by 60 feet wide, and fronts on Baronne street, with two towers, on which steeples are to be erected. The interior is lofty and graceful, the galleries being built on a series of horse-shoe shaped



JESUITS' CHURCH.

arches, resting on slender iron columns of Moorish design. The nave is about 80 feet in height, and is well lighted by large stained glass windows. The interior is handsomely ornamented with carving and gilding. The round windows are of beautiful stained glass, each window being composed of very small pieces of glass put together in a most artistic manner, to form a picture representing a station of the "way of the cross," before which the devout say their prayers. The stained glass in the lower windows represent scenes in the lives of the Jesuits.

On the right of the entrance is a duplicate of the famous statue of St. Peter, which is in St. Peter's, Rome. Some antiquarians claim that the statue in Rome is not that of St. Peter, but a pagan statue. However, it is much venerated in Rome by the faithful kissing its toe, and in New Orleans the same custom is followed. The main, or high altar, is of bronze, gilded and enamel, and of the same order of architecture as the church. Strangers should examine the altar as it is, perhaps, one of the few of its kind in the world, and when lighted by electricity is beautiful. If you wish, get the sexton to turn on the lights. From the platform on which the altar stands to the top of the cross it is about 25 feet, and the altar is composed of several arches, supporting small domes. In the centre the crucifix is placed, and beside it are the four evangelists and two angels. The front is adorned with bas-reliefs, and the whole work, which was done in Paris, at a cost of \$14,000, is a remarkable work of art. A dome of 180 feet high rises over the altar, and in the wall is a niche in which is placed the Virgin Mary's altar, to whom the church is dedicated. The statue of the Virgin is of white marble, and originally was ordered by Queen Marie Amelie, of France, for the royal chapel of the Palace of the Tuileries, but the sudden revolution of 1848, driving the Orleans dynasty from the throne, this statue was offered for sale some years afterwards, and purchased by the exertions of several ladies for this church. Over the statue are the words, "*Maria sine labe concepta.*" (Mary conceived without labor.) At night services, and on great festivals, it is surrounded by innumerable concealed electric lights, which give it a beautiful and imposing appearance, and make the niche in which it is placed one of the chief attractions of the church. In the dome are the statues of the four Evangelists, and St. Peter and St. Paul.

In the chapel, on the right, is St. Joseph's altar, with beautiful stained glass memorial window, the gift of Mr. J. O'Brien, and in that of the left, is the altar dedicated to the Sacred Heart of Jesus. The Jesuits' Church is celebrated for its exquisite music, and, at high mass (Sundays, 11 a. m.), is crowded by strangers to hear the grand compositions of Mozart, Weber and Gounod, rendered in the most artistic style by the well-trained voices of the opera and the Creole population. On Easter Sunday and other grand festivals of the church it is considered particularly fine, and the church is very crowded. Brother Ignatius, the polite and venerable sexton, will always show strangers to seats at their request, but, in order to secure them, they should arrive before mass begins. Adjoining the church is the large college of the Jesuits, which is well patronized, and in the College is the Semmes Memorial Chapel, a perfect little gem of Moorish architecture, designed by Alison Owen, an architect of New Orleans, and worthy of inspection by lovers of ecclesiastical architecture. The Jesuit Fathers devote much time to the education of the young and to the advancement of religion, their object in life being well expressed in their motto "*ad maiorem Dei Gloriam*" (To the greater glory of God.)

NEW ST. JOSEPH'S.

Roman Catholic, corner Tulane avenue and Derbigny street. Take, on Canal street, the Tulane cars to door. Open daily.

St. Joseph's is one of the largest churches in the United States, and is the most prominent landmark in the city. The foundation stone was laid by Archbishop Perch , on December 8, 1871, and the construction of a Gothic-Romanesque church, 110 feet front by 225 feet deep, after a design by Keeley of Brooklyn, was immediately begun. As the work advanced the heavy walls settled, and when the building was roofed over it became almost a total wreck, but finally the defects were overcome and the church was completed, except the spires which are to be 200 feet high, and consecrated on December 18, 1892, by Archbishop Janssens. On the front are bas-reliefs of Pius IX, Archbishop Perch , niches with statues of saints, and an iron cross 25 feet high. A noble entrance vestibule, supported by three columns of unpolished granite, gives access to the interior, which is 215 feet

long, with a nave 95 feet high. The rose window, 21 feet in diameter in the organ loft, the work of Munich artists, costing \$1800, represents Christ and the twelve apostles. Around the sides of the church are the stations of the cross, bas-reliefs of artistic merit from Munich, which are worthy of a close inspection. The church seats 1600, and the visitor on entering is impressed by its lofty nave supported by beautiful gigantic columns of highly polished red Missouri granite.

ST. STEPHEN'S.

Roman Catholic, corner Napoleon avenue and Magazine street. Take Napoleon cars on Canal street.

Another of the beautiful and artistic churches of New Orleans, is St. Stephen's, a large brick and stone church, designed by Carter. The tower is of graceful design and will be one of the handsomest and most imposing in the United States, and is to be ornamented with bas-reliefs and statuary in light-colored stone.

ST. ALPHONSUS CHURCH.

Roman Catholic, on Constance street, between St. Andrew and Josephine streets. Take, on Canal street, the Magazine cars to the corner of St. Andrew street, and walk one square towards the river. Open from 5 a. m. to 6 p. m.

Among the churches most admired by strangers are the three churches built by the Redemptorist Order, and called St. Alphonsus, St. Mary's and Notre Dame de Bon Secours, all situated in the upper part of the city, within one square of each other and remarkable for the magnificence of their interiors. St. Alphonsus, situated on Constance street, is an edifice built of brick in the Renaissance style, with two towers, on which steeples with clocks are to be ultimately erected. Over the main door, in a niche, is a statue of St. Alphonsus to whom the church is dedicated. The edifice, which is 70x150 feet, with a seating capacity of 2,500 persons, was commenced in 1855 and consecrated April 25th, 1858, but the interior was not completed until 1867. On entering the church the stranger is immediately struck by the profuse ornamentation, on which the painter and gilder have done their utmost. The dominant colors are white and gold, and the lavish way the latter has been used, while giving an air of great richness, is considered by many to be in questionable taste. The main altar, consisting of several gilded columns, and the side altars, were the

work of Boucher, of Chicago, and cost \$8,000. Over the main altar is a beautiful painting by a Roman artist, now dead, representing St. Alphonsus celebrating mass. The faces of the angels are beautiful, but the best executed faces are those of the two priests on the right of the saint. Before the side altars lie buried some of the pastors of the church who belonged to the Redemptorist Order. On the ceiling are some poorly executed frescoes. The centre panel represents the crowning of St. Alphonsus in heaven, the smaller panels, the Ascension of our Lord and the Assumption of the Blessed Virgin. Crossing the street the visitor enters the courtyard of the Redemptorist convent. This order has managed, in a few years, to build three churches, and to cluster around them several convents and schools. Alongside of St. Alphonsus Church rises a large building used for the church school, which has a good attendance.

ST. MARY'S OF THE ASSUMPTION.

Roman Catholic, on Josephine street near Magazine street. Take, on Canal street, the Magazine cars to Josephine street, and walk one square towards the river. Open daily from 5 a. m. to 6 p. m. Entrance, on week days, in the court-yard, at the foot of the tower.

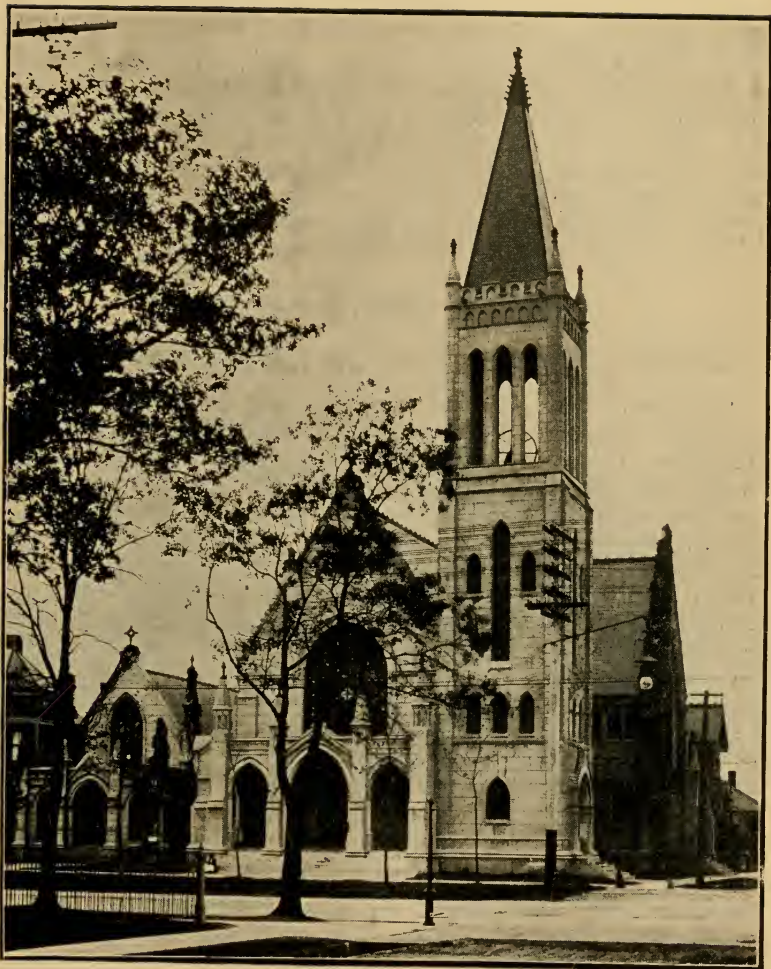
The most striking object in approaching St. Mary's, sometimes called the German Church, is the gracefully designed belfry tower, 190 feet high, standing in the courtyard near the side door. The church is built in the Renaissance style, and the exterior is plain, but the interior is highly ornamented. The ceiling, covered with a mass of stucco tracery, is well arched, and is supported by large columns extending from the floor to the roof of the building. The most remarkable feature about the interior is the vast number of most life-like colored statues of saints and bishops in costume, and it is worth the while to take a seat in one of the front pews and examine in detail the decorations of the high altar. This altar is considered one of the handsomest of its kind in America, and, with the two side altars, cost \$10,000, in Munich. On top of the tabernacle, which is one mass of gilding, is the Paschal lamb, and above, the coronation of the Virgin, all in life-size figures. Above these figures, in stained glass, is the Assumption of the Virgin. On each side of the altar are the statues of the four Evangelists, that of St. Peter, on the left, being the most life-like. Beneath the chancel are buried many of the Redemptorist fathers: their names are graven on the stone, but the re-

membrance of their good deeds is more deeply graven on the hearts of thousands of their parishioners. A gilded lamp, always burning, hangs before the altar. On the wall of the church is a crucifix, with the Saviour wounded and bleeding from his side and hands. The face is that of a man having died in great agony, and it is a painful object to contemplate. Near the crucifix is the altar of St. Alphonsus, with a most natural looking statue of the saint, perhaps the best in the church. The pulpit is hung to a column, and it is a remarkable piece of workmanship. Around its side are statuettes of saints, and on top, in a sort of cupola, is that of the Virgin, while the Holy Ghost, in the form of a dove, is seen descending from the ceiling.

ST. PATRICK'S CHURCH.

Roman Catholic, on Camp, near corner of Girod street, one square above Lafayette Square. From Canal street (seven squares distant), take Prytanian or Magazine cars. Open daily, 6 a. m. to 6 p. m. Fine view from the steeple, 250 feet high. The ascent is easy. Apply to sexton, at the parsonage. Fee, 25 cents.

The Irish population determined to build a church of their own, and selected a site on Camp street. On this spot they erected the large Gothic church after the style of the celebrated York Minster Cathedral, and dedicated it to St. Patrick, the patron saint of Ireland. Although great care was taken in laying the foundations, its tower proved too heavy, and shortly after its construction, commenced to settle on one side, so that it became necessary to brace it up. The chief beauty of the church is the tower, which is of brick, and stuccoed to represent rough stone. Its height is 250 feet, and it was designed to make it much higher. The interior of the church is Gothic, with but little ornamentation. At the end are three altars, the centre, or high altar, standing in a recess in the rear wall, on which are three mural paintings. The centre panel represents the Transfiguration; the right one, St. Peter walking on the waves to meet the Saviour; the left panel represents St. Patrick baptizing the Queens of Ireland in the Halls of Tara. The high altar is of wood in the same style of architecture, and on a festival, when ornamented with many lights, is very imposing. Beneath the floor of the chancel is buried Father Mullen, the founder of the church, who died a few years ago, very old and much beloved by all who knew him.



CHRIST CHURCH CATHEDRAL.

ST. MAURICE.

Roman Catholic, corner of Hancock and Royal streets. Take Levee and Barracks or Dauphine cars on Canal street to Hancock street, about two miles. Church open 6 a. m. to 6 p. m.

This church, situated near the United States Barracks, in the lower part of the city, is a plain brick edifice in the shape of a cross, and is much resorted to by certain people on account of a statue of the Virgin. It is believed by many that three wishes made before this statue on the 15th of August, the Feast of the Assumption, are granted, and hence this shrine attracts people from all parts of the city.

CHRIST CHURCH CATHEDRAL.

Episcopalian, corner St. Charles and Sixth streets. Open daily. Services on Sunday at 11 a. m. and 6 p. m. Take St. Charles cars on Canal street.

The pioneer Protestant congregation of the Southwest is that of Christ Church, which organized itself in January, 1805. At that time, the Protestant population of New Orleans was so small, and belonged to so many different sects, that a ballot was necessary to decide the denomination of the sect to which this church should attach itself. The result of the ballot was as follows: Episcopalian, 45 votes; Presbyterian, 7; Methodist, 1. Total, 53 votes. The new church was, in accordance with the ballot, organized as an Episcopalian Church, and attached to the diocese of New York. In 1847, the old church was found to be too small, and the Rev. Dr. Hawkes, the pastor, determined to build a larger edifice at the corner of Canal and Dauphine streets. The church was built, but in 1886, the congregation having moved up town, a new Gothic church was erected from designs by Valk, and the chapel and guild house by Sully. The interior is rich with stained glass windows, memorial windows to the Slocomb family, and the walls have a warm neutral tint. The church is lighted by electricity and has a seating capacity of 800. The baptismal font of white marble, the gift of Mr. Grimshaw, is of a pretty design in the form of a cross. In the tower are placed the old memorial tablets of former wardens, and among them one to the memory of Richard Relf, a warden for many years, the friend and executor of Daniel Clark, whom Myra Clark Gaines for over sixty years in the courts claimed as her father. Christ Church has



TRINITY CHURCH.

been designated as the Pro-Cathedral, and the dean acts as rector, and the Bishop's residence (See House) is adjoining.

TRINITY CHURCH.

Episcopalian, on Jackson street, near Prytania street. Take, on Canal street, the Prytania or Jackson cars. Services on Sundays, 11 a. m. and 5 p. m.

One of the best attended churches of the city is Trinity Church, situated on Jackson street, and surrounded by magnificent residences. The building, which is in the Gothic style, is large, and is noted for a beautiful memorial window to Bishop Polk, well known during the war as "General Polk, the Fighting Bishop." The art of staining glass, that is, mixing the colors into the glass, was known in the middle ages, but was lost for several centuries, and the secret has been only recently discovered again. As this window is one of the few of its kind in America, it is worth the while to examine it carefully. The window is divided into three compartments, each forming a picture by itself. In the lower one, "The Last Supper." In the one above, "The Crucifixion;" and in the upper, "The Ascension." Trinity Church has a fine choir, and of the Protestant churches has the reputation of rendering the finest music.

ST. PAUL'S CHURCH.

Episcopalian, on Camp street, corner of Galennie street. Take, on Canal street, Magazine cars. Services, Sundays, 11 a. m. and 7:30 p. m.

On Camp street, one square above its intersection with Prytania street, is St. Paul's, a modern church, noted for its simple and quaint looking interior. In the chancel is a handsome marble altar with a bas-relief of the Last Supper.

FREE CHURCH OF THE ANNUNCIATION.

Episcopalian, corner Camp and Race streets. Take Magazine cars. Services on Sundays, 11 a. m. and 5 p. m.

This church, with its free pew system and low church services, has a large congregation. The quartette choir renders fine music. In the chancel is a fine stained glass window that cost \$3000, representing scenes in the life of the Virgin. Strangers are always welcome here.



TEMPLE SINAI.

FIRST PRESBYTERIAN CHURCH.

Presbyterian, on Lafayette Square, near St. Charles street. Take, on Canal street, the St. Charles or Prytania cars. Services, Sundays, 11 a. m. and 7 p. m.

On Lafayette Square is situated the principal Presbyterian Church of New Orleans, of which the Rev. Dr. B. M. Palmer was formerly the pastor. The church, which is a large Gothic structure, measures 75x90 feet, with a ceiling 42 feet high, and at its side is a slender and graceful steeple 219 feet high. The whole design of the exterior is noble, and appears well from the square, while the interior is lofty and well arranged. Dr. Palmer was noted for the eloquence of his sermons, and died in 1902 from the result of a railroad accident.

PRYTANIA STREET PRESBYTERIAN CHURCH.

Take Prytania cars to Josephine street. Services, Sundays, 11 a. m. and 7:30 p. m.

This church, erected in 1901, after designs by Owen, is the second Presbyterian congregation in the city. The building is constructed of a light colored stone and has all the latest modern improvements, with lecture rooms and a large auditorium handsomely frescoed.

TEMPLE SINAI.

Reformed Jewish, on Carondelet street, near corner of Howard avenue. Take, on Canal street, the St. Charles or Jackson cars. Services, Friday evenings at 6 p. m.; Saturdays at 10 a. m.

A few years ago the Reformed Jews organized a congregation and built the Temple Sinai under the guidance of their eloquent pastor, the Rev. James K. Gutheim. The temple is crowned by two small towers, which, during certain festivals, are illuminated. The Friday evening services, which are conducted mostly in English, according to the new forms, are very well attended. The music by the choir and the chanting is very impressive, and attracts a large number of visitors. The sexes in the temple are not separated as in Orthodox Jewish congregations, and gentlemen are expected to remove their hats on entering.

CARONDELET METHODIST EPISCOPAL CHURCH.

Methodist Episcopal South, on Carondelet street, between Lafayette and Girod streets. Services, Sundays, at 11 a. m. and 7:30 p. m.

The principal and oldest Methodist Episcopal congregation in the city worship in the above named church, erected before the late Civil War, through the liberality and exertions of Messrs. McGehee and Hill, two prominent Methodists of Louisiana. The church is a brick edifice with an Ionic portico, and is crowned by a graceful cupola modeled after the monument of Lysicrates in Greece, sometimes called the Lantern of Diogenes, and considered the purest specimen of the Corinthian order of architecture.

GREEK CHURCH.

On Dorgenois street, near Esplanade street. Take Esplanade cars to Dorgenois street. For admission, apply at sexton's house.

The Greek Church of the Holy Trinity is a small church where services are occasionally held. The ornaments of the altar were presented by the late Empress of Russia.

CITY GOVERNMENT.

The city is governed under the city charter of 1896 (Act 45), by a Council elected from the different wards and by a Mayor, City Comptroller, City Treasurer, Commissioner of Public Works, and Commissioner of Police and Public Buildings. The Council meets weekly to legislate for the city, and its sessions, which are held in the City Hall, are open to the public. The valuations for State and city taxation are made by a Board of Assessors, appointed by the Governor, and, on their valuation, a tax of 22 mills is annually raised, which is devoted to the payment of the interest on the public debt, expenses of the city administration, public schools, police, sewerage, etc. The bonded debt of the city amounted, in 1902, to \$17,286,490, but will be increased by the sewerage bonds when issued. The total valuation of real and personal property of the city by the assessors amounted, in 1902, to \$147,201,984, and on this the annual tax is levied.

CITY HALL.

On St. Charles street, opposite Lafayette Square, six blocks from Canal street. Take cars on St. Charles street.

The City Hall is a massive building, erected in 1850 by Gallier, modeled after the celebrated Temple of Minerva of the Grecian Acropolis, with a noble portico of Ionic columns. The front of the building is of white marble, and the sides of brick stuccoed. Over the portico is a bas-relief of Justice, surrounded by figures with the emblems of the commerce of the Mississippi Valley. Ascending to the main door by a series of granite steps, a long hall, paved in black and white marble, is entered, extending the whole length of the edifice. On the right and left as you enter are the various offices of the City Government, and the visitor is at once struck by the convenience of the plan, as well as the excellent construction of this massive building, which, although built on a marshy foundation, is without cracks. On the left of the Hall, as you enter, are the Mayor's office and parlor, in the latter of which are portraits of Jackson, Washington and some of the former Mayors. This room is an elegant apartment, handsomely furnished, and is used by the Mayor as an office. On the right of the hall is the City Attorney's office. On the same floor is the Council Chamber, a handsome apartment used for the sittings of the City Council. Descending to the basement, the offices of the City Treasurer and Comptroller are reached. The elevator will carry you to the Fire Alarm office on the roof, which should be visited, as it is very interesting to view the complicated machinery by the which the fire alarms are sounded. All the electric fire alarm boxes, placed at the different points in the city, communicate with this office, and, as soon as the alarm is received, the number of the box sending the alarm is struck by electricity on the church bells by the operator in this room.

The City Hall, although built but a few years, has been the scene of many stirring events. In 1861, several regiments received their colors from the steps in front of this building. In 1862, Admiral Bailey came to the City Hall to demand the surrender of the city. The crowd collected around the building in such numbers, that it was by barricading the doors with furniture, that they were kept out and prevented from maltreating the United States officers. As soon as the interview was over, it was with difficulty that the officers were able



BOSTON CLUB.

to escape by a rear door. It is customary for the Mayor of the city, the day previous to Mardi Gras, to receive a visit from Rex, and to present him the keys of the city on a velvet cushion, and thus inaugurate the Mardi Gras festivities.

CLUBS.

There are many social clubs in New Orleans, which may be classed as *open* and *close* clubs. To the former, on the invitation of members, the courtesies of the club are extended for fifteen or twenty days, and on departure cards are generally left for the president and members.

BOSTON CLUB.

No. 824 Canal street. The leading club of the city, with a limited membership of bankers, professional men, leading officials and merchants. The building is handsomely furnished and has a café arranged as an attractive Winter garden.

PICKWICK CLUB.

No. 1028 Canal street. A club composed of professional men and merchants, which has a handsome club-house and for years has been a favorite club for men active in city life.

LOUISIANA CLUB.

No. 122 Carondelet street. A close club of young men where strangers are not admitted and has a small membership.

VARIETIES CLUB.

No. 919 Canal street. A favorite club, which has its domicile under the Grand Opera House, to which the members have admission in a space reserved immediately in the rear of the orchestra.

CHESS, CHECKERS AND WHIST CLUB.

No. 109 Baronne street. A popular and flourishing club originally started for the objects its title calls for, but has become a general club with a membership of eight hundred, and is a favorite resort of the young element of the city.



PICKWICK CLUB.

HARMONY CLUB.

No. 2134 St. Charles avenue. A club composed of Hebrew citizens, which occupies a handsome club-house of Georgia granite, designed by Torgesson. It is one of the most prosperous clubs in the city, and is handsomely appointed. On the upper floor is a large ball-room and stage which is rented out at times.

YOUNG MEN'S HEBREW ASSOCIATION.

No. 1205 St. Charles avenue. A club composed of the younger Hebrew element of the city and has a good membership. The upper part of the building is used as a public hall, known as "the Athenæum," the favorite place for balls and lectures.

ROUND TABLE CLUB.

No. 1435 Jackson avenue. A literary club of a good membership, composed of professional men, merchants and men of letters. During the winter parlor lectures, discussions and talks on the topics of the day are held.

TRANSPORTATION CLUB.

No. 306 Carondelet street. A club recently organized with a full membership, composed of railroad men and other persons engaged in transportation. Its rooms are elegantly fitted up and the club has been a great success from the start.

CHOCTAW CLUB.

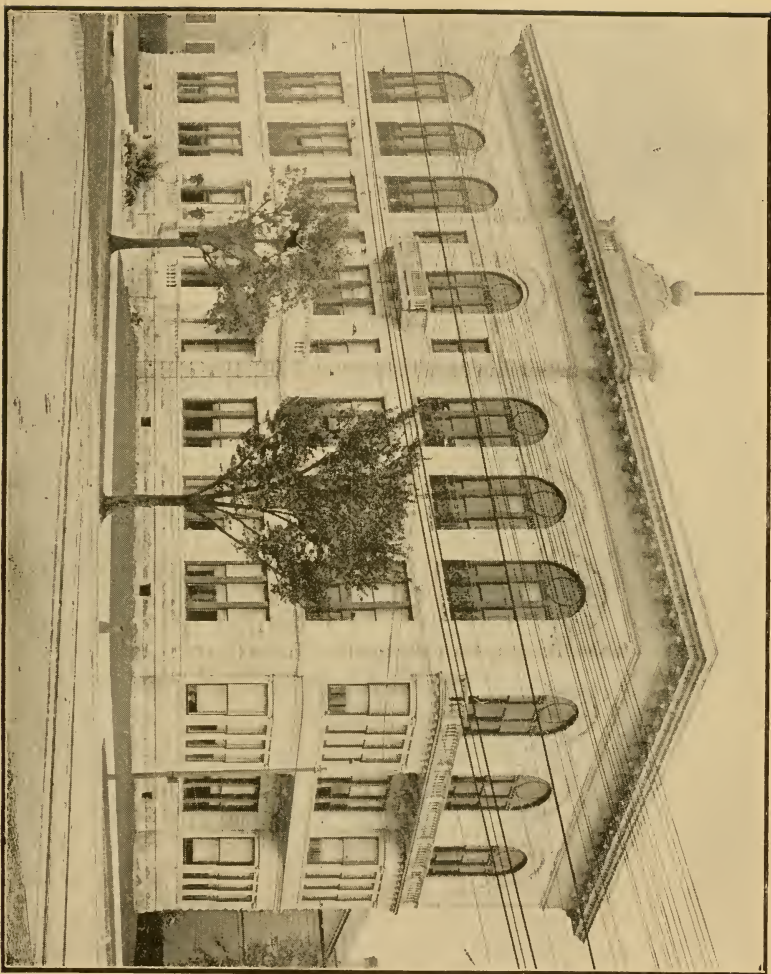
No. 923 Canal street. A Democratic political club with a large membership which throngs the club-house at election times.

FRENCH OPERA HOUSE.

In the French Opera House on Bourbon street. A club composed of patrons of the opera who use it as a lounge between the acts.

NEW LOUISIANA JOCKEY CLUB.

Office No. 828 Common street. This club has no club-house, but gives one week's racing in the Spring at the end of the 100 days of racing.



HARMONY N.T.

ELKS' HOME.

The club-house of the New Orleans Lodge No. 30 of the Benevolent and Protective Order of Elks is situated on Elks Place, a pretty little park fronting on Canal street, in the centre of which is the statue of an elk on a mound. The club-house is a large three-story mansion well arranged for a club and handsomely furnished. The order has a large membership in the city and is a very popular organization, as the badge of the Elks is often met with on the streets of the city. New Orleans has six theatres in operation during the Winter, so that many actors are constantly in the city, with whom warm fraternal relations are maintained by the Elks, and a delightful social intercourse is one of the great features of the Elks' Home.

SOUTHERN ATHLETIC CLUB.

No. 1504 Washington avenue. A large athletic club with a good membership and which combines the social feature with athletics.

YOUNG MEN'S GYMNASIUM CLUB.

No. 224 North Rampart street. A popular athletic and social club with many arrangements for enjoyment and to which additions are being constantly being made. The white marble swimming tank, fed by salt water, is much used Winter and Summer.

NEW ORLEANS TENNIS CLUB.

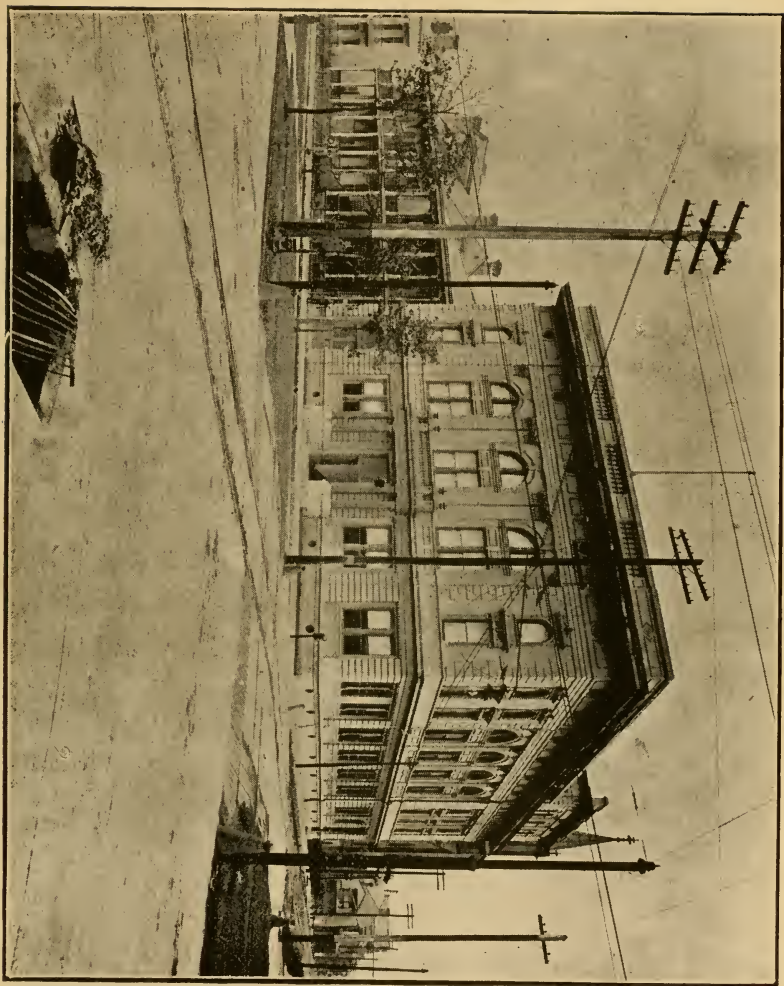
No. 4025 Saratoga street. The membership, composed of ladies and gentlemen of society, is limited and the club is prosperous. The courts are well arranged, and match games, followed by afternoon teas, take place in the Spring.

AUDUBON GOLF CLUB.

Walnut street, between Irma and Felicia streets. This club has a good membership and a gem of a rustic club-house. The links are in front of it in the Audubon Park.

NEW ORLEANS GOLF CLUB.

City Park. The club, recently organized, has a good downtown membership and its links are in the City Park.



ATHENAEUM.

NEW ORLEANS POLO CLUB.

City Park. The Polo Club, organized in 1902, has its grounds in the City Park, where the games take place in the afternoon.

SOUTHERN YACHT CLUB.

At West End Wharf. Lake Pontchartrain and its neighboring waters afford fine yachting reaches, and the Southern Yacht Club, with an enthusiastic membership, is the centre of yachting. In the Summer the annual regatta takes place, followed by a cruise along the Sound.

ST. JOHN ROWING CLUB.

West End (train side). The oldest rowing club, with a full membership.

WEST END ROWING CLUB.

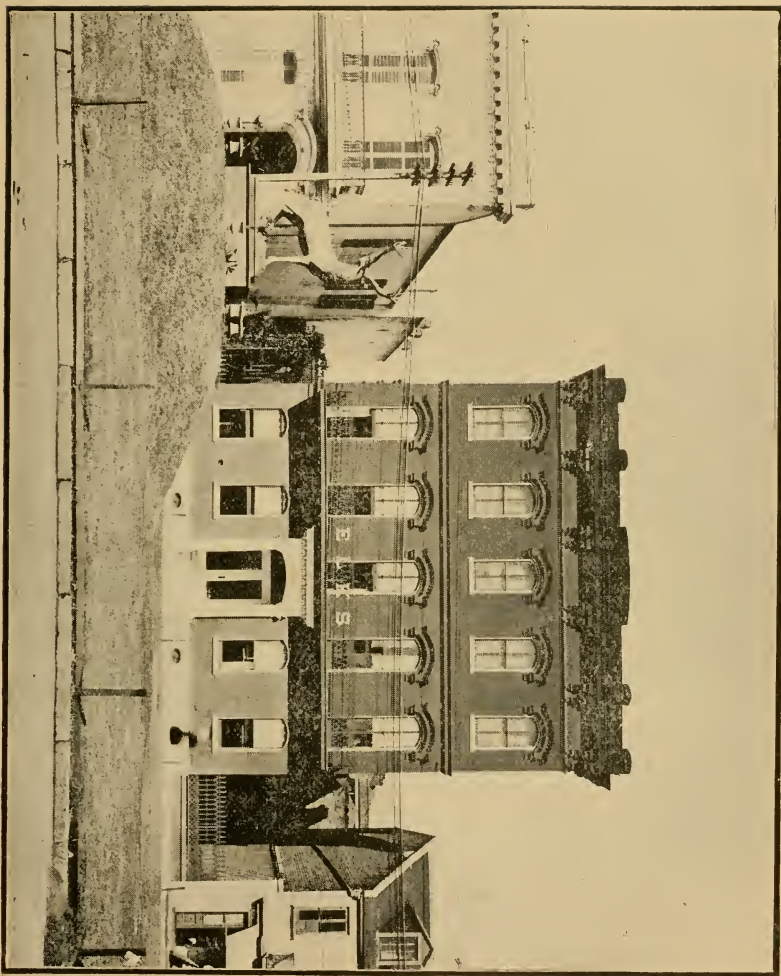
West End (train side). A very popular rowing club, which has carried off many prizes and produced some good oarsmen.

LOUISIANA BOAT CLUB.

Bayou Bridge. An organization composed mostly of Creole gentlemen who are fond of boating.

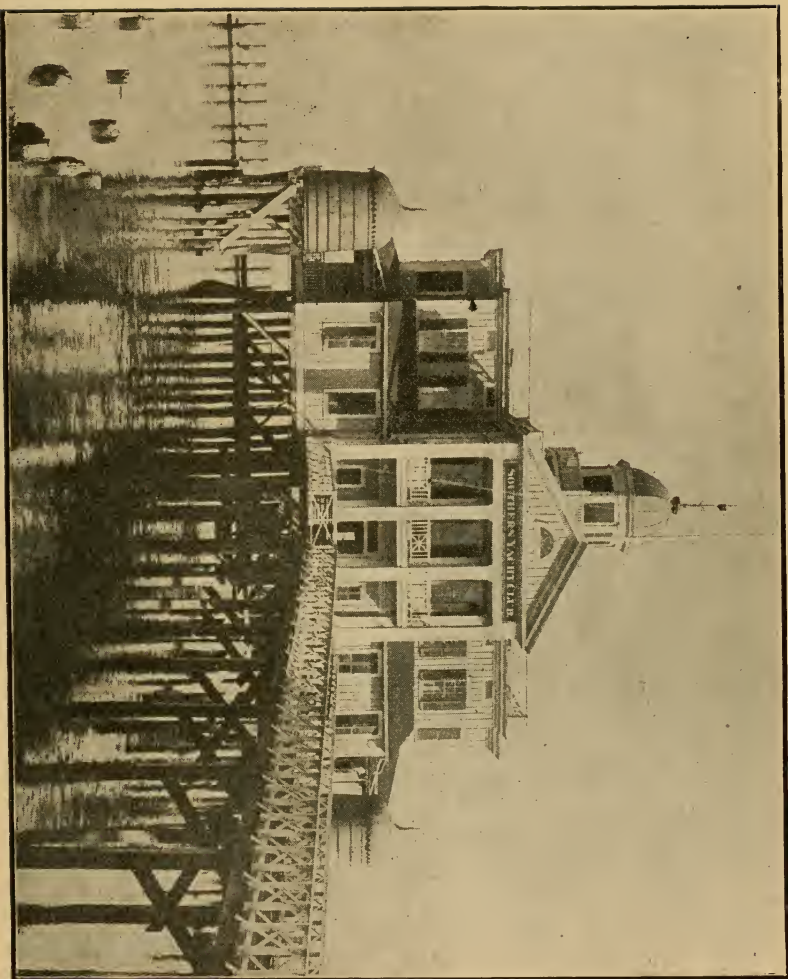
COTTON TRADE.

Carondelet and Gravier streets are considered the centre of the cotton business, and in this neighborhood are clustered all the large houses dealing in cotton. New Orleans is the largest cotton port in the world, and exports annually nearly two millions of bales. To receive, store, sell and export this enormous amount, requires an army of men, and furnishes occupation for nearly two-thirds of the population. The value of the crop annually exported is estimated to be about one hundred millions of dollars, and, although many hands are needed to move this crop, perhaps there is no trade which is more systematically organized and requires a less number in proportion to its value. Cotton is planted from the seed every year, in the month of March, and grows to the height of about four feet. In June, the blossoms commence to appear, which after blooming form bolls or seed pods. These burst and shed small



LIKS' HOME.

seeds to which the cotton lint is attached. **Picking** cotton commences in September, and by December the crop is all harvested. From the field, the cotton in seed is taken in baskets to the gin-house and there the seed is separated by a gin composed of a series of circular saws, enclosed in a box. Previous to the invention of the gin, by Eli Whitney, the seed was separated by hand, which was a long and tedious task. At the gins, sometimes worked by steam, are presses by which the cotton is pressed into bales of about 450 pounds each, bound with bands of iron, called cotton ties. Before the war, rope was used, but since then iron ties have taken its place, and are preferred by shippers. The railroads and steamboats bring the crop to market, some steamboats carrying as much as five and even eight thousand bales at one load. As soon as the boat lands at the city wharf, contractors proceed to unload her at once, sorting out the cargo on the levee according to consignments which are distinguished by little flags of different colors. Merchants advancing money to planters and receiving their cotton, are called "cotton factors." The factor selects one of the cotton presses of the city to store his receipts, where they pay a regular season price for each bale. The presses contract with draymen to do the hauling by the year, and as soon as the cotton is ready for delivery, it is hauled to the press. So well is the handling of cotton organized, and so expeditiously are the details carried out in a clockwork manner, that often the factor finds at his office, in the morning, samples of the cotton which has arrived during the previous night, been unloaded at daybreak, hauled to the press and sampled. Each factor has a weigher, who draws a sample from each bale, rolls it up in stout brown paper, with the marks of the bale on the outside. The samples are laid out on the factor's tables, and the brokers of the buyers for export purchase according to what the sample represents. Many of the houses employ, at high salaries, cotton classers to classify the cotton, which, according to color, cleanliness, length of fibre, is graded as inferior, low ordinary, ordinary, good ordinary, low middling, good middling, middling fair, middling, etc. Once a trade is consummated, the factor gives the order to his press to deliver the cotton, specifying the marks thereon. The factor's weigher proceeds to weigh the cotton, makes a return to his principal, and the buyer pays the amount within three days. The buyer has the cotton re-weighed, if he desires, engages his ocean freight and orders the press to ship



SOUTHERN YACHT CLUB.

the cotton. The press runs the bales through the compress, reducing the size of the bales nearly one-half, and for this work is paid about 40 cents per bale by the ship, as a vessel is able to store more compressed cotton than uncompressed.

CREOLE POPULATION.

Strangers often make a great error in supposing that the Creole population is a mixed race of whites and blacks. Judge Gayarré, the eminent historian of Louisiana, in a short article on the subject, says:

“The word ‘Créole,’ in French, or ‘Criolle,’ in Spanish, originally meant in these two languages, on the authority of their respective dictionaries, a child born of European parents in the colonial possessions of those two nations in America or Africa. Hence, the progeny of a European father and of an Indian or African mother, and *vice versa*, was not a Creole according to the legitimate sense of the word. For this reason, the negroes, mulattoes, and Indians never were, strictly speaking, entitled to the appellation of ‘Creoles’ in Louisiana. The Canadians and Mexicans, on the other hand, were evidently ‘Creoles,’ according to the accepted meaning of that word in French and Spanish, but I believe that it never was applied to the colonists of those countries. It is not acknowledged as properly English by that great lexicographer, Dr. Samuel Johnson, and it is not to be found in his famous dictionary. But it is admitted in Webster’s and recognized by other American authorities, as having the meaning which I have mentioned in the preceding lines. It is, therefore, singular that probably the majority of the population of the United States have adopted the strange idea that ‘Creole’ means a colored person, partially of African descent, when in fact it is the reverse, and signifies only one of pure and unmixed European blood.

“The word ‘Creole,’ rejected in Canada, easily domiciliated itself in Louisiana, probably in consequence of the proximity of that colony to the West Indies, and it soon assumed a very broad signification. It meant all that was born, created, manufactured and produced within her limits, be it animate or inanimate objects. For instance, these were standing expressions: Creole negroes, Creole cattle, Creole horses, Creole corn, Creole sugar canes, Creole eggs, Creole chickens, Creole shoes,



COTTON EXCHANGE.

etc. If we adhere to the primary signification of the word, there are very few natives of Louisiana, now living, who can, since the cession of that territory to the United States in 1803, appropriately call themselves Creoles, because they were not born of European parents in a *French* or *Spanish colony*. Etymologically speaking the Creoles perished when colonial existence ceased for them, and evolved into native Louisianians. But if the word 'Creole' is used simply to designate nowadays the descendants of the ancient French and Spanish population of our State, it may be considered as not being improperly employed and may even be fondly cherished as recalling to their memory an origin of which they are justly proud. The Creoles are the 'Knickerbockers' of Louisiana."

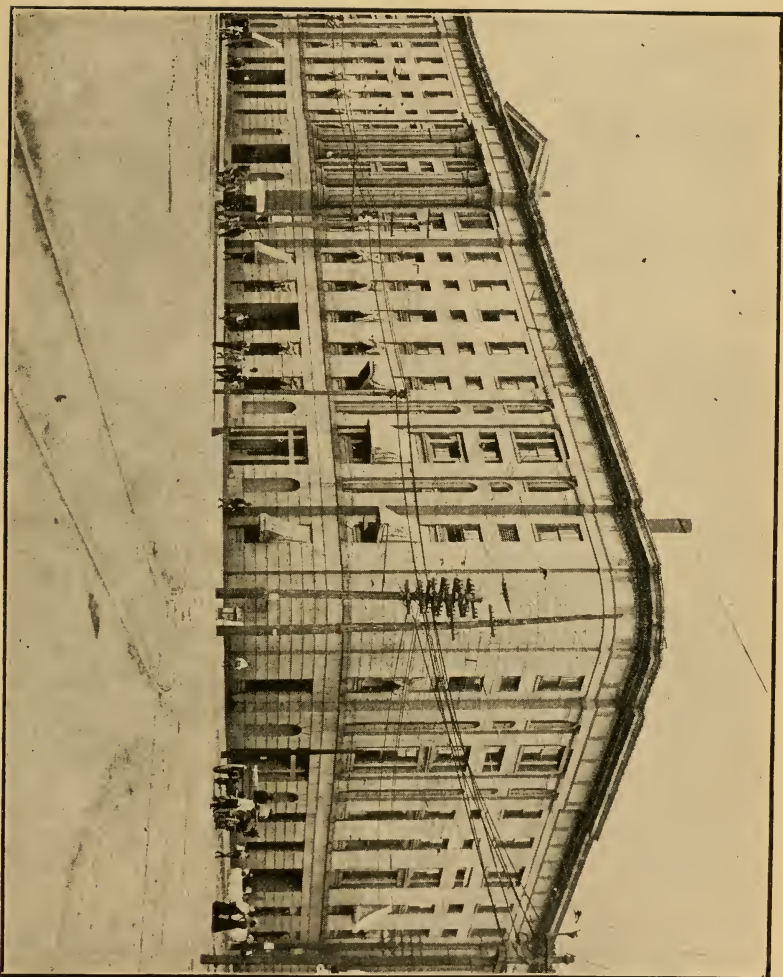
COTTON EXCHANGE.

Corner of Carondelet and Gravier streets. Two squares distant from Canal street. Strangers admitted to the gallery. Elevator entrance.

The Cotton Exchange is an elegant building of the Renaissance style, built of a cream-colored stone, highly sculptured with bas-reliefs and other appropriate ornaments. The Cotton Exchange, which was organized in February, 1871, with a membership of one hundred merchants, now exceeds three hundred. It was designed as an association to regulate and promote the cotton trade of New Orleans, by having systematic rules for sampling, buying, selling and delivering of cotton, as well as for settling disputes by arbitration. The utility of this institution became so manifest that the scope of usefulness was enlarged until, to-day, merchants feel that it is an indispensable assistance to the trade. Reports of the receipts of cotton at all ports, as well as exports, meteorological reports, crop reports are posted daily on the blackboards.

The first building proving too small, the present site was selected and the plan of Wolters, of Louisville, adopted. The edifice was erected with much care, under the supervision of a building committee presided over by Thomas D. Miller, Esq., and the present magnificent building, complete in every minute detail, was delivered to the association at the cost of \$380,000 for the ground and the building.

The interior is one large handsome apartment of graceful proportions supported by Corinthian columns and lighted by three crystal chandeliers. The ceiling is frescoed, and, in the centre, are paintings set in panels representing Cavalier de la



UNITED STATES CUSTOMHOUSE.

Salle taking possession of Louisiana in the name of the King of France; DeSoto discovering the Mississippi; a view of a cotton plantation, and a view of Eads' Jetties.

At one end of the room is a ring, where cotton futures are sold. When the prices of cotton are fluctuating a perfect pandemonium of cries to sell and to buy, reigns all day until the closing hours. A small gallery for visitors, accessible from the stairway or elevator, is always open, and from it an excellent view can be obtained of the animated scene below. The upper floors of the building are occupied as offices, and an elevator takes the visitor to the roof, from which there is a panoramic view of the city.

COTTON PRESSES.

ORLEANS AND OTHER PRESSES.

Take, at corner of Canal and Chartres streets, the Tchoupitoulas cars, which, at about one mile distant from Canal street, pass through the Cotton Press quarter of the city.

One of the great sights of the city is the Cotton Presses, and an examination of their powerful machinery is worthy of attention. As a ship can stow more bales of cotton compressed, large compresses have been erected, costing each, according to size and power, from \$20,000 to \$40,000. The bales are reduced about three-fourths of the size as received from the interior. For this service the ship pays about 40 cents per bale, and is thus enabled to take a larger cargo. These compresses, about twenty-five in number, are mostly of the Morse, Tyler and other patents, and it is a curious sight to see these steam giants, with strong arms, at work. The bale is seized by stout negroes, rolled into the compress, and squeezed by it with a demoniac-like hissing sound. The iron bands or ties are tightened, and then this iron giant lets go its victim with a gasp, and the bale rolls out very much reduced in size.

COTTON SEED OIL MILLS.

The manufacture of oil from cotton seed has, of late years, developed into a large and profitable business in New Orleans. Since the late war a great many mills have been erected, so that at present there are many mills in operation in different parts of the city. (*To visit the large mill in*

Gretna, take Jackson avenue cars to ferry and walk one square below the ferry.) Cotton seed comes in the form of a seed about the size of a pea, covered with lint cotton. This lint is removed by the gins in the country, and forms what is known as "cotton." The seed comes from the country in bags, and is passed through several very fine gins, so as to remove as much as possible of the remaining lint. The seed is then passed through a huller, which removes the hull, leaving a little kernel. This kernel is ground up, steamed and placed in bags about eighteen inches long, and these bags are put in presses and the oil pressed out. The residuum is a hard yellow cake, called in commerce "oil cake," which is exported for cattle feed, and sometimes ground into meal for the same purpose. Soap is made from the residuum of the oil, but the greater part of the oil is shipped to Europe, there refined and sent back to America, after being mixed with the crushings of olives, as "delicious French and Italian sweet olive oil." The hulls are sometimes used for paper stock, also as fuel to run the works and the ashes are good for fertilizers.

COURTS.

On Jackson Square. Take Levee cars to the Square and cross it to the Court Buildings.

The courts of the State for the Parish of Orleans are located in the City of New Orleans on Jackson Square. The Civil Code of laws is founded on the "Code Napoleon," and differs from that of other States of the Union. The courts always are open to the public, and a new courthouse is about to be erected.

SUPREME COURT OF LOUISIANA.

This court, the highest tribunal of the State, holds its sessions in the Cabildo, or old court buildings, on Jackson Square, corner of St. Peter street, commencing the first Monday in November. The court consists of a Chief Justice and four Associate Justices, appointed by the Governor for different terms.

COURT OF APPEALS.

This court, recently created, consists of three judges, elected by the people, and holds its sessions, commencing in Octo-

ber, in the court building corner Jackson Square and St. Ann street.

CIVIL DISTRICT COURT.

The Civil District Court for the Parish of Orleans is composed of Divisions A, B, C, D, E, each presided over by a judge appointed by the Governor for a term of years. These courts hold their sessions, commencing in October, in the court buildings, corner of Jackson Square and St. Ann street.

CRIMINAL COURT.

The Criminal Court for the Parish of Orleans consists of Divisions A and B, each presided over by a judge appointed by the Governor for a term of years. The court holds its sessions in the Criminal Court building on Tulane avenue and Elk Place.

FIRST CITY COURT.

No. 320 Exchange Place.

The City Courts are divided into three sections and are presided over by three judges elected by the people, and have jurisdiction in all civil cases where the amount in contest does not exceed one hundred dollars.

SECOND CITY COURT.

No. 225 Morgan street, Fifth District.

This court is presided over by one judge elected by the people and has the same jurisdiction as the First City Court.

CUSTOMHOUSE.

On Canal street, three blocks from the river. Main entrance on Canal street. Open daily, except Sundays, 9 a. m. to 4 p. m. On application to the janitor, access can be had to the roof, by an easy staircase, in the right-hand corridor, near the elevator, and from the platforms on the roof a magnificent view is to be had of the city and the harbor.

HISTORY.

The Customhouse, which is the principal government building in the City of New Orleans, is situated on the square bounded by Canal, Customhouse, Decatur and Peters streets. It was formerly the site of Fort St. Louis when the city was fortified by the Spaniards. This square, in former times, fronted on the Mississippi, but the constant accretions of soil,

called by the natives "batture," has, in the course of time, gradually formed new ground in front until the square is now about four blocks distant from the river. The new-made ground became the property of the city, and was sold to private parties who have erected large stores on the spot, where, in former years, there was water deep enough to float the largest man-of-war in the world. For many years, the Customhouse was a small frame building in the centre of the square, until 1848, the government commenced the erection of the present edifice. The plan, by A. T. Wood, of a large granite building in the Egyptian style of architecture, to cost \$800,000, was adopted.

LAYING OF THE CORNER-STONE.

The corner-stone was laid in 1847 by Henry Clay, and work commenced in the following year.

CONSTRUCTION OF THE BUILDING.

It was contemplated to have the business room of the customs in the centre hall, and the balance of the building was to be used as a general bonded warehouse. To carry out the plan it was determined to make the building very strong and thoroughly fire-proof. The walls were made of a great thickness. The rooms were vaulted and the floors constructed of iron and brick, so that, perhaps, there is no building of its size in the world in which so little wood has been used, and which is so thoroughly fire-proof. To support this enormous mass of brick and stone, great care was taken with the foundations, which were made seventeen feet deep, resting on huge cypress logs. To allow the building to settle evenly, the walls were held together by strong iron bands placed in the arches, which remained in their places over thirty years. Notwithstanding the precautions taken to secure a firm foundation, the building sank as much as two feet on one corner, and it became necessary to abandon the original plan and to substitute an iron cornice in place of the one of stone, as contemplated in the plan. Work has continued at intervals during the past thirty years, as long as the appropriations held out; at one time it was under the superintendence of General, then Major, Beauregard; and it will require several years yet to complete the building.

DIMENSIONS OF THE BUILDING.

The building, which is 81 feet high, measures 340 feet on Canal street, by depth on Decatur street of 297 feet, and on Peters street of 309 feet, and it is constructed of Quincy (Mass.) granite.

TOTAL COST.

The total cost to November 1st, 1884, was \$4,212,368.50, and nearly \$1,000,000 more will be required to complete the work.

LOCATION OF OFFICES.

On the ground floor are located the Appraiser's store, the office of the Inspector of Boilers and Steamboats, and other offices.

UNITED STATES POSTOFFICE.

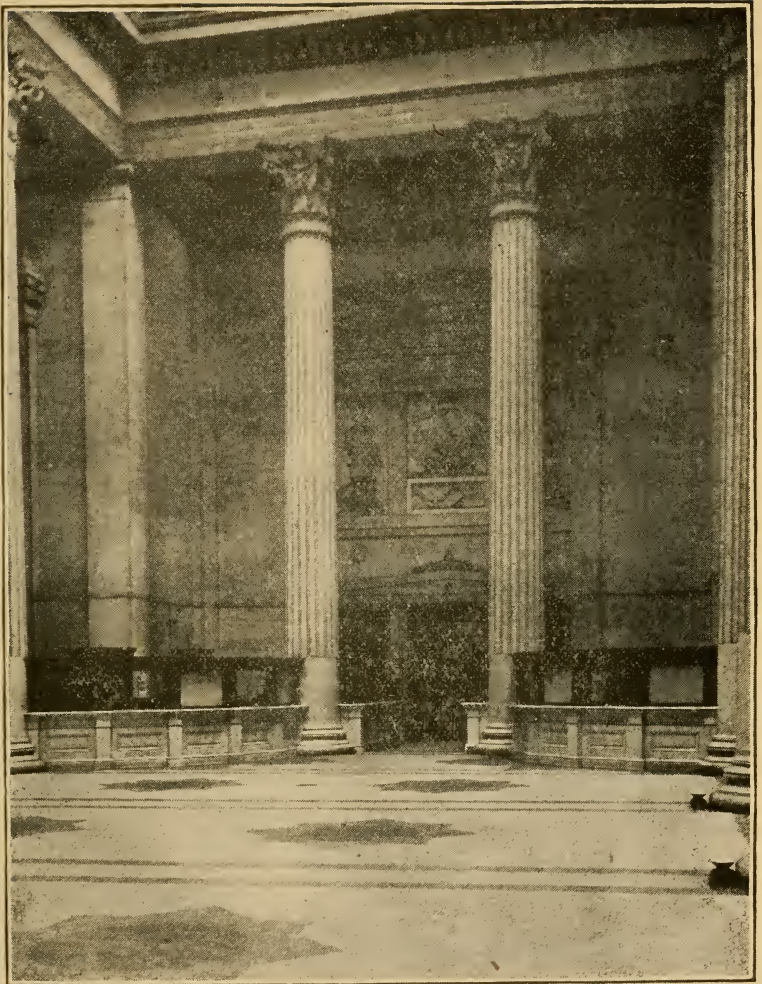
On the Decatur street side is the Postoffice, the corridor of which is 247 feet long.

MAIN ENTRANCE.

Ascending to the principal floor by the grand white marble staircase from the entrance on Canal street, the visitor enters a wide vestibule, with iron columns supporting large skylights of thick glass. Passing through this vestibule a hall is reached, which extends around the whole building, with which all the offices communicate.

MARBLE HALL.

In the centre of the building, within this passage, is the "Marble Hall," the large business room of the Customs Department. Marble Hall is considered by all tourists to be one of the handsomest rooms in the world. Although not so large as the far-famed St. George's Hall of Liverpool, England, it is more remarkable from the fact that nothing but marble and iron has been used in its construction. This noble apartment measures 128 feet by 84 feet, with a height of 58 feet. At one end are panels with life-size bas-reliefs of Bienville, the founder of New Orleans, and Jackson, its defender, between whom is placed the coat-of-arms of Louisiana, the pelican feeding its young. The roof, consisting of an iron frame painted white and gold, into which are set enormous plates of



MARBLE HALL—UNITED STATES CUSTOMHOUSE.

heavy ground glass, with a blue Grecian border of elegant design, is supported by fifteen columns of pure white marble 41 feet high. These fluted columns cost \$8,000 each, and have handsomely carved capitals, representing plants of emblematic heads. The floor is of white and black marble, with pieces of heavy glass set in to give light to the rooms below.

The original plan of the building called for a great dome over this room, but was altered to a flat ceiling. The hall, with its white marble columns and with lofty ceilings, is a noble apartment worthy of a visit.

UNITED STATES CUSTOMS DEPARTMENT.

Around the hall are white marble counters, occupied by officers of the Customs. Here vessels are entered and cleared from all known ports of the world. Duties are collected and all business relating to the commerce of New Orleans has to be transacted in this hall.

UNITED STATES SUB-TREASURY AND COURTS.

At the end of the right-hand corridor is the Sub-Treasury office. On the left of the main entrance are the United States Courts, Marshal's and Clerk's offices.

OTHER OFFICES.

On the second floor of the building are the Land Office, the Surveyor General's Office and the Signal Service Station. When General Butler, in 1862, took possession of New Orleans, he established his headquarters in the Customhouse, and for a long time occupied the suite of rooms on the Decatur street side as an office. The upper portion of the building, then in an unfinished state, was used as a military prison for captured Confederate soldiers. In the room under the Sub-Treasury office, at the foot of the dark staircase, Mumford was, in 1862, confined, and, after being tried before a military commission for tearing down the United States flag, was taken to the United States Mint and hung on the spot where the flag was torn down.

VIEW FROM THE ROOF.

On application to the janitor access to the roof may be obtained. The stairs of ascent are of stone and hung in the wall

unsupported. The panoramic view well repays the tourist, for it is the best to be had of the crescent-shaped harbor and levee.

RIVER SIDE.

At your feet is the Mississippi River, forming a huge crescent, from which New Orleans derives its name of the "Crescent City." The river flows to your left sweeping past the Cathedral, and around the Algiers Point, thence past the United States Barracks, distinguished in the distance by its flag; thence onwards, passing in the rear of Algiers, a suburb of the city, towards the Gulf of Mexico, to your right, distant about one hundred miles. At the head of Canal street are the St. Louis, Red River, and Vicksburg packets at the cotton landing. To your left, the boats from the sugar districts, the sugar levee, the sugar refinery (ten stories high), Sugar Exchange, with Mansard dome, New York steamships, Cathedral with its three spires, the French Market (a long low building, near the river bank), the United States Mint (in the curve of the river, with its tall brick chimney), the shipping, the Ursulines Convent (a long, white building, facing the river), and the United States Barracks (Jackson Barracks), in the far distance.

CANAL STREET SIDE.

At your feet Canal street, the principal avenue of the city, extending toward the Lake (Pontchartrain, six miles distant); the river, crowded with shipping from all parts of the globe, curving like a huge snake around the city; the Shot Tower, with its many windows; the heavy Norman Gothic tower of St. Patrick's Church; the Waterworks' slender iron stand-pipe; in the distance, the dome-shaped tower of St. Mary's Assumption Church; to the right, and nearer, the graceful Gothic spire of the First Presbyterian Church, on Lafayette Square; to the right, and near Canal street, the St. Charles Hotel, a high red-brick building; in the rear, the Cotton Exchange, with its bells and flagstaff; to the right, the altar dome of the Jesuits' Church, and far to the right, St. Joseph's Church; in the distance, the Audubon Park.

WOODS SIDE.

At your feet, the old French quarter, the tall Maison-Blanche building and the Grand Opera House; to the right, the large bulky-looking building is the French Opera House. In the distance, the Fair Grounds race stand, and, through the opening in the woods, is seen Lake Pontchartrain, six miles off, with its steamers and vessels. To the right, the Third District of the city, and the dome of the old Hotel Royal.

DISTRICTS.

The city of New Orleans proper comprises all that portion of the city between the Levee and Rampart street, Canal and Esplanade streets, known to the old inhabitants as "*la cite*," and to this was added, at different times, the various outlying suburbs, or faubourgs, as they are locally styled. In 1852, the city was redistricted, and later on, at different periods, new districts were added, so that the districts are now as follows:

FIRST DISTRICT.

Created out of the old Faubourg St. Mary. Bounded on the lower line by Canal street, on the upper by Felicity road, and extending from the River to the Lake in the rear, comprising the First, Second and Third Wards.

SECOND DISTRICT.

Created out of the Old City and the Faubourg Trémé. Bounded on the upper line by Canal street, on the lower by Esplanade street, and extending from the River to the Lake, comprising the Fourth, Fifth and Sixth Wards.

THIRD DISTRICT.

Composed of the old Faubourg Marigny. Bounded on the upper line by Esplanade street, on the lower by the limits of the city, extending from the River to the Lake, and comprising the Seventh, Eighth and Ninth Wards.

FOURTH DISTRICT.

Formed of the old city of Lafayette. Bounded on the lower line by Felicity road, on the upper by Toledano street, extend-

ing from the River to near the New Canal, and comprising the Tenth and Eleventh Wards.

FIFTH DISTRICT.

Formerly the town of Algiers, on the west bank of the Mississippi River, extending from the lower line of Jefferson Parish to the upper line of the Parish of Plaquemines, fifteen miles down the river, comprising the Fifteenth Ward.

SIXTH DISTRICT.

Composed of the Faubourgs Delachaise, Bouligny and several others, the lower line being Toledano street, the upper boundary being Lower Line street, and extending from the River to the New Canal, comprising the Twelfth, Thirteenth and Fourteenth Wards.

SEVENTH DISTRICT.

Formerly the city of Carrollton. Extending from Lower Line street to the upper limits of the city, and from the River to the Lake and New Canal, comprising the Sixteenth and Seventeenth Wards.

FAIR GROUNDS.

Take Esplanade cars to Esplanade street gate. Admission free when races are not running.

The Fair Grounds, formerly called the Gentilly (a corruption of the name Chantilly) Race Course, is a large tract of land situated on the Gentilly Ridge. At various times State Fairs have been held on the spot, and large buildings were erected for exhibits. The gardens and greenhouses have an interesting collection of tropical plants. At present the grounds are used by the Crescent City Jockey Club as a race track for 100 days of racing, commencing in November.

FERRIES.

See DIRECTIONS FOR TOURISTS.

FIRE DEPARTMENT.

The extinguishing of fires is under the charge of a paid fire department. The fire brigade is well organized, and often (a great part of the city is built of wood) has to fight extensive and fierce fires. The city maintains the fire alarm system and the alarm of fire is struck on several church and city bells. At different corners, throughout the city, are placed automatic fire alarm boxes, connected by electricity with the central station at the City Hall. When an alarm is sent to the central station from a box, by simply turning the crank inside, the officer on duty immediately sounds the number of the box on the bells. For instance, if the alarm 245 is to be sounded, the bells sound two taps in succession, then a pause of five seconds, and four taps in succession, then another pause of five seconds, and five taps in succession. Fifteen taps mean a general alarm and twenty taps will concentrate the whole department to the box from which the alarm was sounded. One tap signifies that the fire is out.

FIRE ALARM.

Instructions to Watchmen and Keyholders.—All the boxes are automatic. To give an alarm pull down the hook as far as it will go, and let it go. After the box stops working, if the bells do not respond, pull down the hook again. If you still hear no bells go immediately to the next nearest box.

FIRST, SECOND, THIRD, FOURTH, SIXTH AND SEVENTH
MUNICIPAL DISTRICTS.

3	Customhouse-Front.	35	Perdido, near St. Charles.
5	Canal-Decatur.	36	St. Charles-Gravier.
6	Customhouse-Royal.	37	Common-Carondelet.
7	Bienville-Decatur.	38	Canal-Baronne.
8	St. Louis-Royal.	41	Union-Dryades.
12	Conti-Chartres.	42	Poydras-Rampart.
13	Toulouse-Decatur.	43	Girod, bet. South Rampart and
14	Chartres-St. Ann.		Dryades.
15	St. Philip-Decatur.	45	Girod-Magazine.
16	Decatur-Hospital.	46	Lafayette-Delta.
17	Dumaine-Bourbon.	47	Julia-Water.
18	Dauphine-Hospital.	48	Julia, bet. Commerce and
19	Royal-Ursulines.		Tchoupitoulas.
21	Bienville-Dauphine.	51	St. Joseph-South Peters.
23	St. Louis-Rampart.	52	St. Joseph-Camp.
24	Canal-Rampart.	53	Julia-St. Charles.
25	Canal-Tchoupitoulas.	54	Magazine, near Poeyfarre.
26	Canal-Camp.	56	Calliope-South Peters.
27	Natchez-Tchoupitoulas.	57	Calliope-Annunciation.
28	Poydras-South Peters.	58	Erato-Constance.
31	Poydras-Magazine.	61	Calliope-Camp.
32	Gravier-Magazine.	62	Calliope-Carondelet.
34	Poydras-Camp.	63	St. Charles-Erato.

64	Howard Ave.-S. Rampart.	215	St. Louis-Claiborne.
65	Calliope-Freret.	216	St. Louis-Prieur.
67	Julia-Liberty.	217	Bienville-Derbigny.
68	Lafayette-S. Robertson.	218	Bienville-Johnson.
71	Tulane Ave.-S. Rampart.	231	Canal-Rocheblave.
72	Tulane Ave.-Liberty.	234	Canal-Dupre.
73	Tulane Ave.-Claiborne.	235	Conti-Broad.
74	Poydras-Claiborne.	236	Canal-Genois.
75	Poydras-Freret.	237	Canal-Alexander.
76	Lafayette-Miro.	238	Bienville-Hagan Ave.
78	Palmyra, bet. Prieur and Roman.	241	Customhouse-Carrollton Ave
81	Tulane Ave.-Dupre	243	Alexander-Metairie Road.
82	Broad-Palmyra.	245	Esplanade-North Rampart.
83	Tulane Ave.-Tonti.	246	Toulouse-Burgundy.
84	Erato-Magnolia.	247	St. Peter-Claiborne.
85	Magnolia, bet. Clio and Calliope.	251	Dumaine, near St. Claude.
86	Erato-Franklin.	253	Ursulines-Liberty.
87	Terpsichore-Franklin.	254	Esplanade-Liberty.
91	Melpomene-Dryades.	256	Bayou Road-Claiborne.
92	Head of Thalla.	257	Ursulines-Prieur.
93	Hunter-Tchoupitoulas.	261	Ursulines-Broad.
94	Henderson-Front.	263	Bayou Road-Galvez.
95	Tchoupitoulas-Orange.	264	St. Ann-Miro.
96	Race-Annunciation.	265	Dumaine-White.
97	Race-Magazine.	271	Esplanade-Dupre.
98	Melpomene-Annunciation.	273	Esplanade-Bayou Bridge.
121	Religious-Market.	274	Dumaine-Hagan Ave.
123	Melpomene-Camp.	275	Esplanade-Bourbon.
124	St. James-South Peters.	281	Touro-Royal.
125	Felicity-Chippewa.	283	Bourbon-North Rampart.
126	Felicity, near Orange.	284	Elysian Fields-St. Claude.
127	St. Mary-Tchoupitoulas.	293	Touro-Villere.
128	St. Andrew-Fulton.	312	Annette-Marais.
131	Terpsichore-Carondelet.	314	St. Bernard-Claiborne.
132	St. Andrew-Magazine.	315	Claiborne-St. Anthony.
134	St. Charles-Felicity.	316	Claiborne-Elysian Fields.
135	St. Andrew-Dryades.	317	Frenchmen-Grant.
136	St. Andrew-Magnolia.	318	Frenchmen-Broad.
137	Jackson-Rousseau.	321	Columbus-St. Claude.
138	Jackson-Laurel.	324	Columbus-Roman.
142	Jackson-Coliseum.	325	Laharpe-Grand Route St. John
143	Annunciation-Soraparu.	326	Lapeyrouse-Galvez.
145	Tchoupitoulas-Soraparu.	327	Bayou Road-Dorgenois.
146	Jackson-Carondelet.	328	Entrance to Fair Grounds.
147	Jackson-Liberty.	341	Marigny-North Peters.
148	First-Constance.	342	Mandeville-Chartres.
152	First-St. Charles.	345	Lafayette Ave.-Chartres.
153	First-Howard.	346	Lafayette Ave.-Urquhart.
154	Dryades-Second.	347	St. Roch Ave.-N. Villere.
156	Second-Chestnut.	351	Mandeville-Marais.
157	Third-Tchoupitoulas.	352	Spain-Rampart.
158	Fourth-Laurel.	354	Burgundy-Marigny.
162	Fourth-Prytania.	356	Press-North Peters.
163	Fourth-Dryades.	361	Clouet-Royal.
164	Washington-Chippewa.	362	Louisa-Chartres.
165	Washington-Camp.	364	Dauphine-Montegut.
167	Washington-Magnolia.	365	Dauphine-Port.
168	Sixth-South Rampart.	371	St. Ferdinand-St. Claude.
171	Pleasant-Annunciation.	372	Louisa-Marais.
172	Seventh-St. Thomas.	374	St. Claude-Congress.
173	Ninth-Magazine.	381	Elmira-Burgundy.
174	Harmony-Tchoupitoulas.	382	Louisa-Burgundy.
175	Elghth-Chestnut.	391	Dauphine-Independence.
176	Harmony-Prytania.	392	Dauphine-Mazant.
182	Harmony, corner Carondelet.	412	Chartres-Mazant.
192	Conti-Basin.	413	Poland-Rampart.
193	Canal-Marais.	415	Jordan Ave.-Dauphine.
194	St. Claude-St. Peter.	416	Elizardi-Dauphine.
195	Toulouse-Liberty.	417	Flood-North Rampart.
213	Customhouse-Robertson.	418	Flood-Levee.
214	St. Louis-Villere.	421	Delery-North Peters.

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| 423 | Hancock-Dauphine. | 531 | Valmont-Laurel. |
| 426 | La. Ave.-Tchoupitoulas. | 532 | Tchoupitoulas-Octavia. |
| 427 | La. Ave.-Magazine. | 534 | Laurel-Nashville Ave. |
| 428 | La. Ave.-Prytania. | 536 | Magazine-Joseph. |
| 431 | La. Ave.-South Rampart. | 541 | Arabella-Perrier. |
| 432 | Baronne-Constantinople. | 542 | Nashville Ave.-St. Charles. |
| 435 | Amelia-St. Charles Ave. | 543 | Palmer Ave.-Freret. |
| 436 | Camp-Foucher. | 561 | St. Charles Ave., bet. Henry
Clay and Calhoun. |
| 437 | Peniston-Coliseum. | 562 | Hurst-Calhoun. |
| 451 | Aline-Laurel. | 563 | State-Pitt. |
| 452 | Austerlitz-Magazine. | 571 | State-Camp. |
| 453 | Annunciation-Amelia. | 572 | Henry Clay-Chestnut. |
| 461 | Water-Peniston. | 612 | Laurel, bet. Henry Clay Ave.
and Calhoun. |
| 462 | Constantinople-Tchoupitoulas. | 613 | Tchoupitoulas-Webster. |
| 463 | Annunciation-Napoleon Ave. | 614 | Magazine-Walnut. |
| 471 | Berlin-Magazine. | 615 | Broadway-St. Charles. |
| 472 | Marengo-Prytania. | 617 | Broadway-Esther. |
| 473 | Milan-Saratoga. | 631 | Cherokee-Ann. |
| 481 | Napoleon Ave.-Freret. | 632 | Burdette-Macarty. |
| 482 | Pitt-Napoleon Ave. | 634 | Cherokee-Hampson. |
| 491 | Coliseum-Jena. | 635 | Short-St. Charles. |
| 492 | Cadiz-Tchoupitoulas. | 641 | Burdette-Zimple. |
| 512 | Magazine-Valence. | 642 | Hampson-Dublin. |
| 513 | Carondelet-Valence. | 643 | Carrollton Ave.-Burthe. |
| 514 | Valence-Saratoga. | 651 | Fern-Cohn. |
| 516 | Upperline-Prytania. | 652 | Leonidas-Burthe. |
| 517 | Laurel-Lyon. | 653 | Cambronne-Oak. |
| 518 | Soniat-Tchoupitoulas. | 712 | Dublin-Poplar. |
| 521 | Soniat-Magazine. | 713 | Jeannette-Joliet. |
| 523 | St. Charles-Durosset. | 714 | Eagle-Poplar. |
| 524 | Peters Ave.-S. Rampart. | 715 | M. V. R. R.-Carrollton Ave. |
| 526 | Peters Ave.-Prytania. | | |
| 527 | Valmont-Chestnut. | | |

FIFTH MUNICIPAL DISTRICT—ALGIERS.

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|----|---------------------------------|----|-------------------------|
| 3 | Eighth Precinct Police Station. | 16 | Vallette-Evaline |
| 4 | Patterson-Verret. | 17 | Pelican Ave.-Seguin. |
| 5 | Patterson-Belleville. | 18 | Pacific-Opelousas Aves. |
| 6 | Vallette-Pelican Ave. | 21 | Belleville-Slidell Ave. |
| 7 | Elmira Ave., near Eliza. | 23 | Powder-Alix. |
| 8 | Pelican-Atlantic Aves. | 24 | Opelousas Ave.-Teche. |
| 12 | Patterson, near Thayer Ave. | 25 | Verret Ave.-Homer. |
| 13 | Verret Ave.-Evaline. | 31 | Brooklyn-Diana. |
| 14 | Verret-Alix. | | |

AUTOMATIC ALARM BOXES.

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|------|--|------|---|
| 9—12 | St. Paul's Church, Camp and
Galennie. | 10—4 | H. T. Cottam, 506 Tchou-
pitoulas. |
| 9—13 | Southern Tobacco Co., 400 to
404 Poydras. | 10—5 | Schmidt & Ziegler, 428 S.
Peters. |
| 9—14 | Louisiana Glass and Mirror
Works. | 10—6 | L. Krower & Co., 536 Canal. |
| 9—17 | Kohlman Cotton Mill. | 10—7 | Orleans Rice Milling Co., 730-
736 Magazine. |
| 9—21 | N. E. R. R., Press and Front. | 10—8 | L. N. Brunswick, 223 Tchou-
pitoulas. |
| 9—23 | N. E. R. R., Dauphine and
Press. | 10—9 | Ily. Stern & Co., 122 Chartres. |
| 9—24 | Depot and Sneds, Rampart
and Press. | 1012 | S. E. Worms & Co., Ltd., 522
Canal. |
| 9—25 | Preston & Stauffer, 410 S.
Front. | 1013 | A. Lehman & Co., 519-521 Canal. |
| 9—27 | C. C. Rice Mills, 530 Toulouse. | 1014 | Toppino, Seidenbach & Larose,
131 Chartres. |
| 9—28 | A. Kory's Sons, 210 Decatur. | 1015 | New Orleans News Co., 214
Decatur. |
| 10—1 | National Automatic Fire Alarm
Co., 618 Gravier. | 1016 | Woodward, Wight & Co., Ltd.,
406 Canal. |
| 10—2 | American Tobacco Co., Julia
and Magazine. | 1017 | A. Schwartz & Son, 123 Caron-
delet. |
| 10—3 | E. J. Hart & Co., 535 Tchou-
pitoulas. | 1018 | 239 Canal. |

1019	Morris McGraw Co., Ltd., 401 Tchoupitoulas.	1058	Horter & Tétrou Co., 522 Common.
1021	417 Camp.	1059	B. Rosenberg, 526 Canal.
1022	B. J. Wolf & Sons, 518 Bienville.	1061	Levy, Loeb & Co., 528 Canal.
1023	D. Mercier's Sons, Dauphine and Bienville.	1062	Landauer & Meyer, 534 Canal.
1024	Godchaux, Canal street.	1063	Phoenix Furniture Co., 216 Camp.
1025	Fleichmann, 516 Magazine.	1064	Leon Godchaux, 525 Canal.
1026	Dreyfous Co., Ltd., 717 Canal.	1065	Picard, Kaiser & Co., 208 Chartres.
1027	Williams-Richardson Co., Ltd., 119 Magazine.	1066	Jackson Brewery, Decatur and Jefferson.
1028	W. T. Tebault, 217 Royal.	1067	C. Lazard, 604 Canal.
1029	S. & J. Katz, 417 Camp.	1068	Langles Factory, South Peters and Delord.
1031	T. Fitzwilliam & Co., 324 Camp.	1069	French Opera House, Bourbon
1032	American Brewery, Conti and Bourbon.	1071	Shwartz Bros., 100-106 Magazine.
1033	519 Canal.		and Toulouse.
1034	Keiffer Bros., 427 Camp.	1073	Hotel Grunewald, 121 Baronne.
1035	205 Magazine.	1074	Boston Shoe Store, 711 Canal.
1036	L. Fellman & Co., 804 Canal.	1075	Times-Democrat, 320 Camp.
1037	G. Mayer Co., 823 Canal.	1076	Marx Bros., 607 Canal.
1038	136 St. Charles.	1077	Philip Werlein, 614-616 Canal.
1039	V. Schwan & Co., Ltd., 216 S. Peters.	1078	Abe Meyer, 526 Common.
1041	E. Feibleman Sons & Co., 418 S. Peters.	1079	C. H. Miller, 533 S. Peters.
1042	Simonds Mfg. Co., Ltd., 215 Magazine.	1081	Jos. Levy & Bros., 524 Common.
1043	Magazine and Gravier.	1082	E. Offner, 908 Canal.
1044	512 Canal.	1083	Shwartz, Isaac & Co., 901-919 Canal.
1045	Wolf, Marks & Co., 516 Canal.	1085	Dittman's Warehouse, 840 Fulton.
1046	Montgomery & Parker, 420 Poydras.	1086	Orleans Mfg. Co., 642 S. Peters.
1047	Jas. J. Reiss & Co., Ltd., 417 Decatur.	1087	Orleans Mfg. Co., 700 S. Peters.
1048	Whitney & Sloo Co., Ltd., 110 North Peters.	1088	The Smith Bros. Co., Ltd., 510 Poydras.
1049	J. C. Morris & Co., Tchoupitoulas and Natchez.	1089	L. Graham & Son, Ltd., 207 Baronne.
1051	Williams-Richardson Co., Ltd., 508-510 Canal.	1091	Heidenheim, Levy & Co., 218 Chartres.
1052	L. Goldstein & Sons, 517 Canal.	1092	L. Grunewald Co., Ltd., 735 Canal.
1053	Grand Opera House, 919 Canal.	1093	B. Cohn & Co., 727 Canal.
1054	Henry Lochte & Co., 400 Tchoupitoulas.	1095	Leopold Levy, 723 Canal.
1055	C. H. Lawrence & Co., 520 Tchoupitoulas.	1096	J. H. Menge, 207 Tchoupitoulas.
1056	201 Magazine street.	1097	N. Burke Co., Ltd., 409-417 Magazine.
1057	L. P. Rice & Co., 514 Common.	1098	H. R. Gogreve, 534 Tchoupitoulas.
		1099	Finlay, Dicks & Co., 114 Magazine.

PATROL BOXES.

11—2	Columbia Cotton Press, Tchoupitoulas-Terpsichore.	11—9	Factor's Cotton Press, Tchoupitoulas-Robin.
11—3	Cooper's Cotton Press, S. Peters and Thalia.	1112	International Cotton Press, Gaiennie-S. Peters.
11—4	Crescent City Cotton Press, Tchoupitoulas and Race.	1113	Louisiana Cotton Press, St. Thomas-Terpsichore.
11—5	Commercial Cotton Press, St. Thomas and Richard.	1114	Orleans Cotton Press, Terpsichore-S. Peters.
11—6	Commercial Cotton Press No. 3, Tchoupitoulas and St. James.	1115	Planters' Cotton Press, Richard-Annunciation.
11—7	Commercial Cotton Press No. 4, Annunciation and Richard.	1116	Shippers' Cotton Press, Henderson-S. Peters.
11—8	Fire-Proof Cotton Press, Robin and Front.	1117	Terrell's Cotton Press, Orange and Chippewa.

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| 1118 | Terrell's Cotton Press No. 2, Orange-St. Thomas. | 1149 | L. & N. R. R., Girod-Levee. |
| 1119 | Union Cotton Press, Terpsichore-S. Peters. | 1151 | Union National Bank, Gravier and Carondelet. |
| 1121 | Virginia Cotton Press, Richard-Tchoupitoulas. | 1152 | Whitney National Bank, 615 Gravier. |
| 1122 | Centennial Cotton Press, S. Peters and Celeste. | 1154 | Chess, Checkers and Whist Club, Canal-Baronne. |
| 1123 | Kentucky Cotton Press, Tchoupitoulas-Terpsichore. | 1155 | Boston Club, 824 Canal. |
| 1124 | Henderson's Sugar Refinery, S. Peters-Julia. | 1156 | Young Men's Gymnastic Club, 224 N. Rampart. |
| 1125 | Mississippi Warehouse, Fulton and Julia. | 1157 | 224 Baronne. |
| 1126 | Whitney Iron Works, 849 Tchoupitoulas. | 1158 | St. Joseph and Magazine. |
| 1127 | Whitney Iron Foundry, 849 Tchoupitoulas. | 1161 | North and Camp. |
| 1128 | Amelia Cotton Press, Tchoupitoulas-St. Mary. | 1162 | Magazine and Poydras. |
| 1131 | Branch State National Bank, Conti and Royal. | 1163 | Camp and Delord. |
| 1132 | American Sugar Refining Co., Customhouse and Front. | 1164 | St. Joseph Warehouse. |
| 1133 | American Sugar Refining Co., St. Louis-Decatur. | 1165 | Natchez-Tchoupitoulas. |
| 1134 | Canal Bank, Camp and Gravier. | 1167 | Canal and Tchoupitoulas. |
| 1136 | Citizens' Bank, 620 Gravier. | 1168 | 108 Magazine. |
| 1137 | 620 Canal. | 1169 | Bienville and Front. |
| 1138 | Germania Insurance Co., 311 Camp. | 1171 | Chartres and Bienville. |
| 1139 | Hibernia National Bank, 121 Camp. | 1172 | Conti and Royal. |
| 1141 | Gulf Bag Co., Julia and Tchoupitoulas. | 1173 | 635 Canal. |
| 1142 | Boland & Gschwind, St. Thomas and Melpomene. | 1174 | 333 North Rampart. |
| 1143 | Louisiana National Bank, 616 Common. | 1175 | Canal and Burgundy. |
| 1144 | Metropolitan Bank, 412 Camp. | 1176 | 124 Carondelet. |
| 1145 | 624 Canal. | 1177 | 121 Camp. |
| 1146 | New Orleans National Bank, Camp and Common. | 1178 | 124 St. Charles. |
| 1148 | L. & N. R. R., Calliope and Levee. | 1179 | Canal and North Basin. |
| | | 1181 | 315 Magazine. |
| | | 1182 | Commercial alley-St. Charles. |
| | | 1183 | 521 Poydras. |
| | | 1184 | 508 Tchoupitoulas. |
| | | 1185 | 628 South Peters. |
| | | 1186 | Carondelet and Union. |
| | | 1187 | 423 St. Charles. |
| | | 1188 | Standard Warehouse, Fulton and Delord. |
| | | 1189 | D. H. Holmes, 819 Canal. |
| | | 1191 | Camp and Common. |
| | | 1192 | I. C. R. R. Passenger Depot. |
| | | 1193 | 422 South Peters. |
| | | 1194 | Johnson Iron Works, Julia and Delta. |
| | | 1195 | St. Charles and Union. |

WHARVES AND LANDINGS.

FIRST DISTRICT POSTS (ASCENDING THE RIVER).

- | | | | |
|----|---------------------------------------|----|---|
| 1 | Opposite Canal street. | 19 | Bet. Thalia and Terpsichore streets. |
| 2 | Opposite Gravier street. | 20 | Bet. Terpsichore and Henderson streets. |
| 3 | Bet. Poydras and Lafayette streets. | 21 | Opposite Henderson street. |
| 4 | Bet. Poydras and Lafayette streets. | 22 | Bet. Henderson and Robin streets. |
| 5 | Bet. Lafayette and Girod streets. | 23 | Bet. Henderson and Robin streets. |
| 6 | Opposite Girod street. | 24 | Opposite Robin street. |
| 7 | Bet. Girod and Julia streets. | 25 | Bet. Race and Robin streets. |
| 8 | Bet. Girod and Julia streets. | 26 | Bet. Race and Orange streets. |
| 9 | Bet. Julia and St. Joseph streets. | 27 | Opposite Orange street. |
| 11 | Bet. St. Joseph and Calliope streets. | 28 | Bet. Orange and Richard streets. |
| 12 | Opposite Calliope street. | 29 | Bet. Richard and Market streets. |
| 13 | Opposite Gaiennie street. | 30 | Opposite Market street. |
| 14 | Opposite Erato street. | 31 | Bet. Market and St. James streets. |
| 15 | Bet. Erato and Thalia streets. | 32 | Bet. St. James and Celeste streets. |
| 16 | Bet. Thalia and Terpsichore streets. | 33 | Bet. St. James and Celeste streets. |
| 17 | Bet. Thalia and Terpsichore streets. | 34 | Bet. Celeste and Nuns street. |
| 18 | Bet. Thalia and Terpsichore streets. | | |

SECOND DISTRICT (DESCENDING THE RIVER).

1	Bet. Crossman and Customhouse streets.	10	Bet. Jefferson and St. Peter streets.
2	Bet. Customhouse and Bienville streets.	11	Bet. St. Peter and St. Ann streets.
3	Bet. Customhouse and Bienville streets.	12	Bet. St. Ann and Madison streets.
4	Bet. Bienville and Conti streets.	13	Bet. Madison and Dumaine streets.
5	Bet. Bienville and Conti streets.	14	Bet. Dumaine and St. Philip streets.
6	Bet. Conti and St. Louis streets.	15	Bet. St. Philip and Ursulines streets.
7	Bet. Conti and St. Louis streets.	16	Opposite Ursulines street.
8	Bet. St. Louis and Toulouse streets.	17	Bet. Ursulines and Hospital streets.
9	Bet. Toulouse and Jefferson streets.	18	Bet. Hospital and Barracks streets.
		19	Opposite Barracks street.
		20	Opposite Esplanade avenue

THIRD DISTRICT (DESCENDING THE RIVER).

23	Bet. Marigny and Mandeville streets.	28	Bet. Port and Montegut streets.
24	Opposite Mandeville street.	29	Bet. Port and Montegut streets.
25	Bet. Mandeville and Spain streets.	30	Bet. Port and Montegut streets.
26	Opposite Lafayette avenue.	31	Bet. Port and Montegut streets.
27	Bet. Lafayette avenue and Port street.	32	Bet. Montegut and Clouet streets.
		33	Bet. Montegut and Clouet streets.

FOURTH DISTRICT (ASCENDING THE RIVER).

35	Bet. Nuns and St. Mary streets.	48	Opposite First street.
36	Bet. Nuns and St. Mary streets.	49	Bet. First and Second streets.
37	Bet. Nuns and St. Mary streets.	50	Bet. Second and Third streets.
38	Bet. St. Mary and St. Andrew streets.	51	Bet. Third and Fourth streets.
39	Bet. St. Mary and St. Andrew streets.	52	Bet. Fourth and Washington ave.
40	Bet. St. Andrew and Adele streets.	53	Opposite Washington ave.
41	Bet. Adele and Josephine streets.	54	Bet. Washington and Sixth street.
42	Bet. Josephine and Jackson streets.	55	Bet. Washington and Sixth street.
43	Bet. Josephine and Jackson streets.	56	Bet. Sixth and Seventh streets.
44	Bet. Jackson and Philip streets.	57	Bet. Seventh and Eighth streets.
45	Opposite Philip street.	58	Bet. Eighth and Ninth streets.
46	Bet. Philip and Soraparu streets.	59	Bet. Ninth and Harmony streets.
47	Bet. Soraparu and First streets.	60	Bet. Ninth and Harmony streets.
		61	Bet. Harmony and Pleasant streets.
		62	Bet. Pleasant and Toledano streets

GEODETIC STONE.

Lafayette Square, five squares from Canal street."

The United States Coast and Geodetic Survey has erected a square stone near the centre of Lafayette Square, which marks exactly latitude $29^{\circ} 51' 5''$ and longitude $90^{\circ} 04' 09''$ west. This stone is therefore three minutes, equal to 5,542 metres, or about $3\frac{1}{2}$ miles, north of the Great Pyramid of Egypt, the two points being separated by $120^{\circ} 4'$ of longitude, and about 11,714 kilometres, or 7,279 statute miles.

HEALTH.

City Board of Health, No. 818 Common street. Office hours 9 a. m. to 3 p. m.

New Orleans is erroneously supposed to be the most unhealthy city of the United States. It is true that at times, as in many other large cities, epidemics have broken out, but the average general health of the city is excellent. The mortality among the whites averages 15 in one thousand inhabitants, and notwithstanding the population of the city being one-third colored, who disregard sanitary precautions, and the Charity Hospital being the recipient of the sick of several adjoining States, the tables of mortality show only an annual death rate of 21 per one thousand. The drainage system is not yet as perfect as it should be, for the level of the city is low, and open surface drainage is in use. As New Orleans is a large port, and as vessels arrive from all parts of the globe, there is necessarily an immense floating population that often imports with it diseases, besides which, the mildness of the climate attracts many incurable invalids; consequently this place is regarded, without cause, as a sickly port. Situated near the sea, New Orleans enjoys the benefit of the constant soft and salty breezes of the Gulf of Mexico; the climate is mild and temperate, so that smallpox, scarlet fever, and other malignant fevers, which rage in Northern and Western cities, seldom prevail, and never reach an epidemic form. Yellow fever epidemics have occurred at rare intervals, but this disease has now entirely disappeared. Yellow fever may now be considered as stamped out, and will not appear again unless it is imported. The health of the State and port is vigilantly guarded by a State Board of Health, under whose management three efficient quarantine stations are maintained at a distance from the city, with great care and expense. All vessels and cargoes arriving are inspected at these stations, are thoroughly fumigated and disinfected with chemicals. If the vessels are found to be foul they are detained at the quarantine station and thoroughly isolated. Heavy fines and penalties are imposed for violations of quarantine laws, and the most summary proceedings taken to enforce them without the intervention of courts of law. Besides these precautions, the City Board of Health has sanitary inspectors (physicians) stationed in each district of the city, with a large corps of sanitary officers, to watch over the health of each district, to vaccinate persons, disinfect houses, and

abate nuisances. The City Board of Health is also the registry office for births, deaths and marriages of the Parish of Orleans.

HISTORICAL SOCIETY.

The Louisiana Historical Society, an old organization for the preservation of history, meets monthly at the Tulane Hall. The meetings are public and very interesting, as many old matters relating to the early history of Louisiana are developed in papers read before the society.

HENNEN BUILDING OBSERVATORY.

Hennen Building, corner of Carondelet and Common streets. Elevator to eleventh floor. Admission to Observatory, 15 cents, from 9 a. m. to 5 p. m., Sundays included.

The Hennen Building is 162 feet high, and from its observatory roof the finest view of the city and river is to be obtained, and all strangers should avail themselves of this high point of observation to get a correct idea of the city and its extent.

FRONT VIEW.

The Mississippi River, with its curves and crescent-shape bend, which gives to New Orleans the name of the "Crescent City." In front, the red-brick building St. Charles Hotel. The high buildings on the left are the sugar refineries, which overshadow the United States Customhouse. Algiers (Fifteenth Ward) is located on the point opposite. To the right, the City Hall; the First Presbyterian Church, with its slender finger-like tower; the heavy St. Patrick's Church tower; the tall Shot Tower, and in the foreground the Masonic Temple.

RIGHT SIDE VIEW.

The river bends around towards Carrollton, six miles distant, with the grain elevator of the Illinois Central Railroad in the distance and Audubon Park. In front of these the Church of St. John the Baptist, and to the rear the masts of the vessels in the New Canal. At your feet, Carondelet street, with the Cotton Exchange, Lee Column in the distance, and the square tower of St. Paul's Church.

LEFT SIDE VIEW.

Lake Pontchartrain in the distance; the Race Course (Fair Grounds), with its red roofs; Bourbon street in front, with the French Opera House; the old Hotel Royal, with its green copper dome. Back of it the Cathedral of St. Louis and the French Market, at the head of the river bend. At your feet, Canal street, the yellow dome of the Jesuits' Church, Hotel Grunewald, the Maison Blanche, and the Macheca Building.

REAR VIEW.

Lake Pontchartrain; the wide Tulane avenue, with the red Criminal Court Building and Parish Prison, and in the distance the big St. Joseph's Church, and in the far distance the Metairie Ridge Cemeteries.

HOSPITALS.

There are many hospitals in New Orleans, but only two or three of interest to strangers.

HOTEL DIEU.

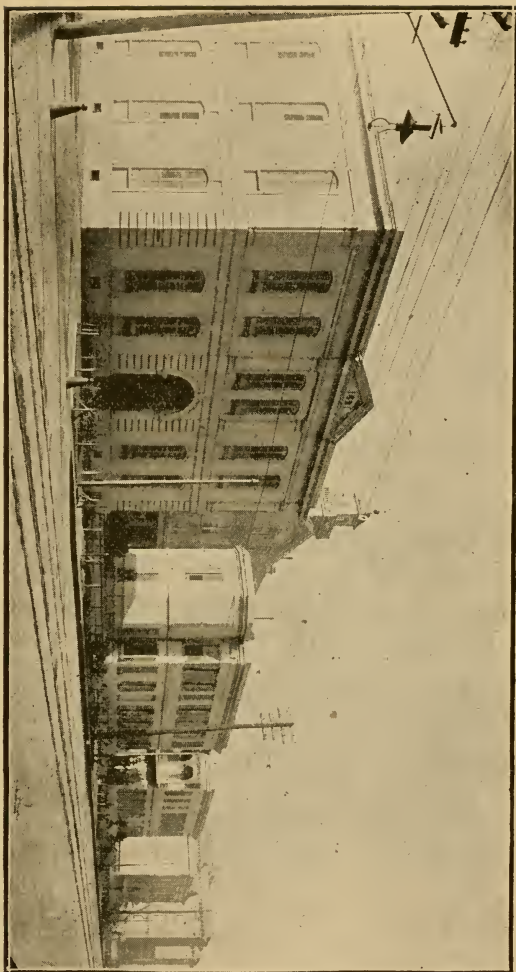
On Tulane avenue, corner of Johnson street. Take Tulane cars on Canal street to the corner of Johnson street. Admission at main entrance on Common street.

The Hotel Dieu (literally, House of God) is a private hospital under the management of the Sisters of Charity, and is remarkable for its neatness and good hospital appointments. The building, which is a large brick structure, facing Common street, occupies nearly a whole square and was built for a hospital. The Sisters, finding the first story was too low, determined to have the building raised, and in 1884 the whole hospital fronting on Tulane avenue was bodily raised by a series of jack-screws placed under it, and without disturbing the inmates. The hospital is much used by strangers and citizens without homes, who resort here for treatment. The charges, which include medicines and medical attendance, as well as nourishment, vary according to accommodation, up to \$5 per day.

CHARITY HOSPITAL.

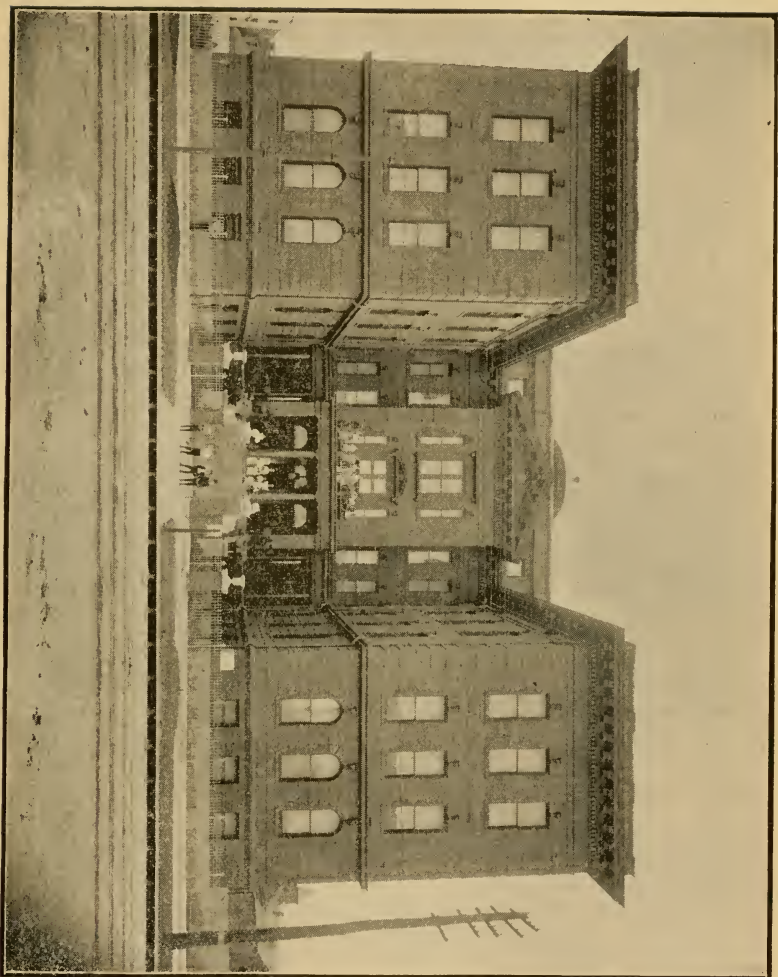
On Tulane avenue, between Locust and Howard streets. Take Tulane cars on Canal street to the door of the Hospital. For admission, apply to janitor on duty at the gate.

Through the liberality of several citizens, and with the aid of the State, the Charity Hospital was erected in 1832, after



CHARITY HOSPITAL.

the plan of the hospital of Shrewsbury, England. The building, 300 feet long by 50 feet deep, is of brick, and stands in the centre of a square surrounded by gardens. Any one sick or injured is admitted free of charge, nursed and fed until able to leave the hospital. It is essentially, as its name implies, a "Charity Hospital," with its doors open night and day, all the year, to the afflicted of all classes and nationalities. The Sisters of Charity, those angels of mercy, ever found where there is suffering, have charge of the hospital under the guidance of a house-surgeon and the first physicians of the city. The number of persons treated usually exceeds 5,000 a year, and during epidemics this number is greatly increased. From 1832 to 1902, a period of seventy years, 538,864 persons have been treated within its walls, of which 451,595 were discharged and 78,867 died, being a mortality of 14 per cent. For the purpose of discipline and management, the wards of the hospital are divided into four general divisions: 1, Medical; 2, Surgical; 3, Lying-in, and 4, Venereal, with 42 wards. The hospital is a perfect little world within itself, and contains seldom less than eight hundred people, patients and employees, at one time and often more than a thousand. On each side of the main entrance are the various offices of the institution, which is managed by a Board of Administrators, appointed by the Governor. The first story contains the Surgical and Ophthalmic wards (two of which are for colored patients), the laboratory, apothecary, mess-room and store-rooms. The second and third floors are devoted to the general medical wards. In the right hand wing are the women's wards, and in the left the laundry and kitchen. In the rear of the main entrance is a large operating-room, donated by Dr. Miles, which is considered one of the finest of its kind in the world. As there is no difficulty in obtaining dead and live subjects, this hospital is a great resort for students from all parts of the country, twelve of whom are usually selected by the Board to reside in the hospital, free of any expense, to assist the surgeons. To support this great institution, more than \$100,000 is annually appropriated by the State. One of the most important branches of the charity work is the Charity Hospital ambulance service, organized under Gov. McEnery's administration. At a telephone call, night or day, an ambulance, fully equipped with temporary relief means and accompanied by two medical students, dashes off to any part of the city to bring the patient to the Hospital. New Orleans is proud of the ambulance service,



RICHARD MILIKEN MEMORIAL HOSPITAL.

which is considered one of the best in existence. Two elegant buildings face the avenue and are used as the out-door clinics of the institution. In the grounds is the magnificent Milliken Hospital, erected by Mrs. Richard Milliken as a memorial to her husband, and which is used as a children's hospital. It is one of the most perfect institutions in the world, and should be visited.

EYE, EAR, NOSE AND THROAT HOSPITAL.

No. 203 North Rampart street. A free hospital maintained for the poor by private subscriptions of citizens.

CAMP NICHOLLS—SOLDIERS' HOME.

Bayou St. John, near Esplanade street. An asylum home for old or infirm Confederate soldiers, maintained by the State.

TOURO INFIRMARY.

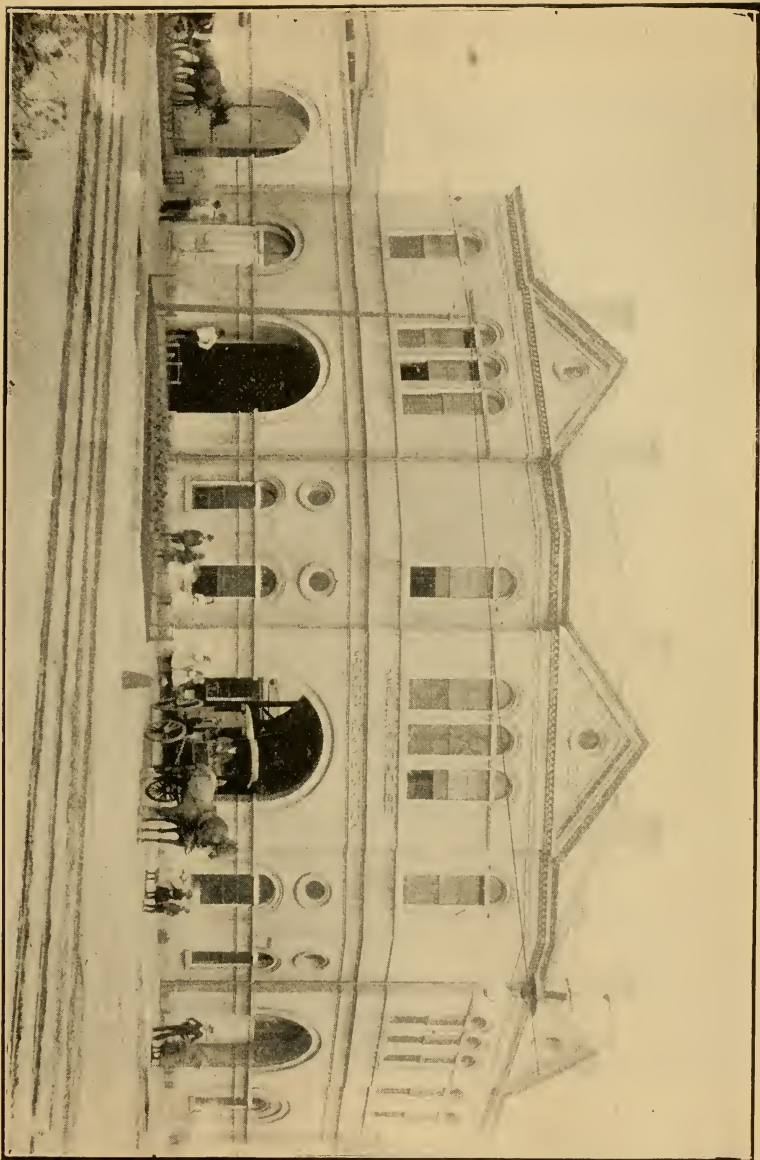
Prytania street, between Amelia and Delachaise streets. The Touro Infirmary was founded by the Jews, but all sects patronize it on account of the excellent care and attention bestowed on patients. It is a model institution, with a free out-door clinic, of which the Jews are justly proud.

SMALLPOX HOSPITAL.

South Hagan avenue. A free hospital, maintained by the city.

ICE MANUFACTURE.

Ice is manufactured at several ice works in this city; in fact, natural ice has been almost driven out of the market. The improved Carré patent is mostly used, by which Mississippi River water, after being made clear by condensation, is placed in metallic molds and these in reservoirs, the water of which is made cold to a freezing point by coils of pipes filled with ammonia evaporated by heat in iron drums. Bouquets, fruits, fish and bottles of wine are often frozen in blocks of ice, the flowers and fish or fruits retaining their natural colors. Consult City Directory for location of ice factories.



AMBULANCE BUILDING—CHARITY HOSPITAL.

DELORD STREET ICE WORKS.

On Delord street, nine blocks from Canal street. Take Prytania cars to Delord street, and walk two blocks towards the river.

These works were erected by Senator Jones, of Nevada, and ice is here manufactured by the evaporation of ammonia, passing through iron tubes, on which water is constantly sprinkled. The freezing-room, with its huge columns of ice, is a marvelous sight, and well worth a visit. Admission daily without passes.

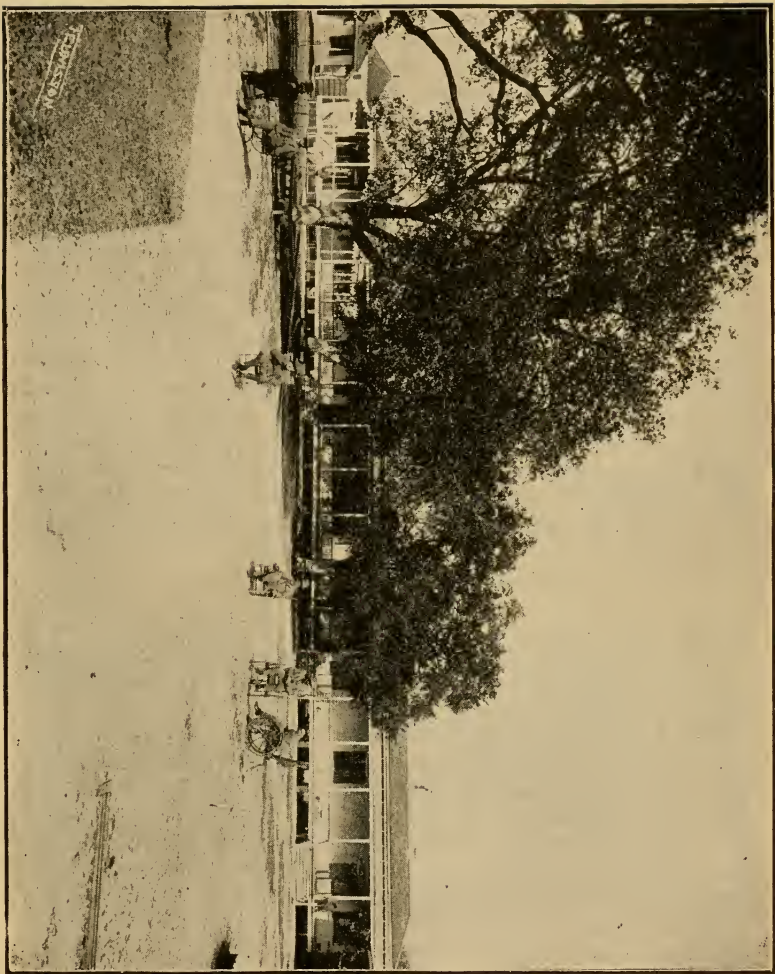
INDIANS.

The Indians that are seen in the New Orleans markets belong to the tribe of Choctaws, who have a large camp on the other side of Lake Pontchartrain. The tribe is civilized, and many are devout Catholics. James Mahout Aby was elected, in 1879, their chief for life, and resides near the mouth of the Bon Fouca Bayou. These Indians support themselves by preparing *gumbo*, gathering herbs and medicinal plants which they sell in the public markets of the city. In former times there existed in lower Louisiana numerous tribes that are now nearly extinct, but have given their names to various streams, parishes and parts of the State. So thus we have the Houmas (meaning red-legs), the Attakapas (meaning man-eaters), Tensas, Haklopisas, the Tunicas, and many other tribes. The Mississippi River was called by the Indians "Meschacebe," the father of waters.

JETTIES.

Take Lower Coast packet to Jetties (Eadsport). Distance, 116 miles.

For many years the Mississippi River has gradually extended itself farther out into the Gulf of Mexico. The town and fort of Balize, situated on a branch of Pass à l'Outre, was formerly on the Gulf, but the river has gradually formed banks beyond it, so that now it is some miles inland. Captain James B. Eads saw that the muddy waters of the river, meeting those of the Gulf, made a deposit and formed bars outside, while the river never filled up as long as there was a good current. He proposed to Congress for a large sum of money to build, from the land ends of the South Pass to the Bar, two jetties to confine the current and cause the bottom to scour out.



CAMP NICHOLLS—LOUISIANA SOLDIERS' HOME.

This proposition was accepted and the work commenced by Eads' South Pass Jetty Company building two walls, one thousand feet apart, composed of willow mattresses, held in place by stone ballast, and covered with a top layer of concrete. When the work was begun the depth of water between the land ends of the South Pass was about thirty feet, and the water gradually became more shallow until at the crest of the bar there was but seven feet. The waters having been confined by the walls of the jetties, the current scoured the bottom until this depth on the bar increased to over twenty-eight feet and the westwardly current of the Gulf carries off all the sediment out into deep waters. Many persons predicted that these works could not stand the hurricanes that sweep with such violence over the Gulf, but, so far, their predictions have not been verified. The completion of the jetties is one of the great engineering feats of the nineteenth century, and Captain Eads may well be proud of his success. All vessels now use the South Pass, and the other passes are almost abandoned. The jetties have been such a success that Congress proposes now to construct similar ones at Southwest Pass, through which there is a greater volume of water.

LAKE ENDS.

WEST END.

The electric trains leave for West End at different hours (see Time Table in newspapers) from the neutral ground, corner of Canal and Baronne streets. Distance, five miles. Fare, round trip, 15 cents.

The West End electric trains go directly out Canal street, between two driveways, passing (on your right) at Basin street the depot of the Spanish Fort Road; at Claiborne street (on your right) the old Crescent City Brewery; at Roman street (on your right) the Canal Street Presbyterian Church; (on left) the Straight Colored University; at Broad street (on left and one square distant) the House of Detention, and in the distance (on the right) the oaks of the old City Park; at the Metairie Ridge curve, various cemeteries (right and left); at second curve (on right), the Confederate Monument (see Monuments). The railroad now follows alongside the New Canal, a State work, on the other side of which is the Metairie Cemetery and the famous Shellroad, a fine, level and smooth drive to the Lake, much frequented by fast teams, and

which gave rise to the slang expression of "2:40 on the Shellroad." The canal was built to enable schooners and other small craft, laden with lumber, building materials and naval stores, to reach the heart of the city. This lake is a brackish body of water, nearly round; land is nowhere to be seen, the opposite shore being distant about twenty-four miles. At the West End (railroad side of the canal) are the boat-houses of the St. John's Rowing Club, the West End Rowing Club and other clubs. Crossing the foot-bridge, the Music Plaza is reached, where every evening during the Summer months concerts are given; near by are a Summer theatre, saloons, sideshows, and the large hotel restaurant building (Tranchina's), which is renowned for its "cuisine" and delicate fish dinners. Passing behind the pavilion, a long wharf is reached, at the end of which is the Southern Yacht Club House, the starting point for the annual regattas. Beyond the Music Plaza the Revetment Levee extends with its gardens, flowers, walks, fountains and kiosks, forming a delightful promenade night and day, along the lake shore, for over a mile. An intricate maze puzzle of shrubbery is laid out here and is the source of great amusement to visitors. Baths at the end of the pier, 15 cents.

SPANISH FORT.

The steam trains leave the depot, corner of Canal and Basin streets, at different hours (see Time Table in newspapers). Distance, five miles. Fare, round trip, 15 cents.

The Spanish Fort trains turn from North Basin street into Bienville street; passing (on right) the head basin of Carondelet Canal (Bayou St. John) and the old St. Louis Cemetery No. 1; following Bienville street passes between the St. Louis Cemeteries; at Broad street (on right) the House of the Good Shepherd (see Asylums); at Carrollton avenue, in the distance, the old City Park and its oaks; at Metairie Ridge (City Park avenue) the train passes through the old City Park with its majestic oaks; thence, following the Orleans draining canal, Lake Pontchartrain is reached. Lake Pontchartrain is a brackish sheet of water not over ten to fifteen feet deep and twenty-four miles wide. Its commerce is mostly confined to schooners of light draft, transporting lumber and naval stores from the pine woods of the Louisiana and Mississippi coasts. Spanish Fort is a small village with pleas-

ure gardens, situated at the mouth of Bayou St. John, a stream navigable for schooners; this stream connects with Canal Carondelet, one of the canals leading to the centre of the city. The fort, erected by the Spaniards and called Fort St. John, was armed and garrisoned by them during their occupation of the colony, but being too far inland, was of no service, so it was abandoned and part of its armament left there. The contour of the fortification, built of small brick, is yet well preserved; only the embrasures have been filled up and the parapet made level to accommodate seats. A house has been built on one side of the fort for a restaurant, formerly patronized for its fish dinners. The foundations of many of the old houses inside the fort are still visible and its venerable walls, showing but little signs of decay, are in as good a state of preservation as when the proud banner of Castile waved over them. Behind the fort (on the upper side, near the gate leading into the garden) are four cypress trees, planted at an equal distance apart; tradition says they mark the grave of a young Spanish officer, killed in a duel on that spot. It was at this fort that General Jackson, in 1814, hastening from the Indian war in Tennessee, to take command of New Orleans to oppose the British advance, first landed, coming across the lake in a schooner. From this place he rode to Bayou Bridge and there rested before making his entry into the city the next day. Outside the fort are pleasure gardens, with walks and flowers and semi-tropical shrubbery. Near by are a concert hall, a Summer theatre, and sundry amusements. In the garden is an alligator pond, containing some fine specimens; also a maze puzzle which affords considerable amusement. A prominent object of interest in the garden is an old torpedo boat, fished up out of the canal a few years ago, a relic of the Civil War, and perhaps the first submarine boat ever devised. At times, in Summer, concerts are given here, and the gardens are lighted by electricity, and present a fairy-like aspect. Bath-houses at the end of piers. Baths, 15 cents.

OLD LAKE END (MILNEBURG).

Steam trains start from the corner of Elysian Fields and Chartres streets. (See newspapers for hours and starting points.) Take, on Canal street, the Carondelet cars to depot, or Levee and Barracks cars in front of Customhouse depot. Distance, four miles. Fare, round trip, 15 cents.

The Pontchartrain Railroad, as it is usually called, was the second railroad built in the United States, and for a long time

was considered a wonder to behold. The locomotive and means for running the trains were for several years very primitive, and were improved very little with time. All the railroads in England and the United States for many years unloaded their freight as wagons unload, until the superintendent of this railroad invented the simple platform, which was speedily adopted by all railroads. Leaving the city, the road goes direct to the lake in a straight line, four miles, which is the narrowest point between the lake and the river. Washington Square, with the Third Presbyterian Church (on left); at St. Claude street (on right) Shell Beach Railroad depot to Lake Borgne. At the Gentilly Ridge (on left), a Jewish cemetery; passing through old fortifications, erected in 1862, and the swamp, Milneburg is reached, a small village named after Alexander Milne, a benevolent old Scotchman. This village is composed of a series of restaurants and bathing-houses and many little club-houses built on piers over the water. At the end of the long pier is a lighthouse, with a flash-light.

LEVEE.

The landings on the river from Julia street to St. Louis street.

The levee, or dyke, which was built in early times to protect the city from overflow of the river, was gradually raised and levelled until finally, to-day, it forms a large plaza several squares wide, extending from Julia to St. Louis streets. All the landings along the front of the city are called levees, but the name is more properly applied to the above described space. This great landing is divided into three levees, the Grain Levee at the head of Poydras street, the Cotton Levee at the head of Canal street, the Sugar Levee at the head of Conti street. On the levee goods are landed and sold, and during the busy season the levee presents a busy, bustling scene.

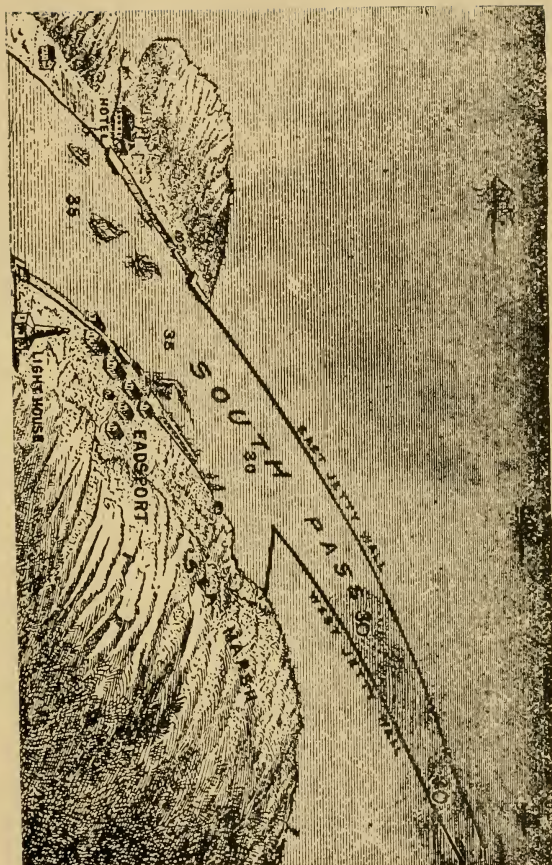
LIBRARIES.

STATE LIBRARY.

134 University Place.

A small and good library for reference, and has a collection of some works of value. Library open to the public daily from 9 a. m. to 3 p. m.

JETTIES.



NEW ORLEANS PUBLIC LIBRARY.

Camp street, opposite Lafayette Square.

The largest library in the city, containing many rare French and English works. Library open to the public daily from 9 a. m. This library, managed by a board of directors, is composed of the old City, the Fisk and the Hensheim Libraries, organized by Librarian William Beer, as a circulating library, issuing about 8500 books monthly and about 100,000 annually.

TULANE LIBRARY.

In Tulane University.

This library, a recent foundation, contains many rare volumes, and is destined to be in the future one of the large libraries of the country. Library open daily 9 a. m.

HOWARD MEMORIAL LIBRARY.

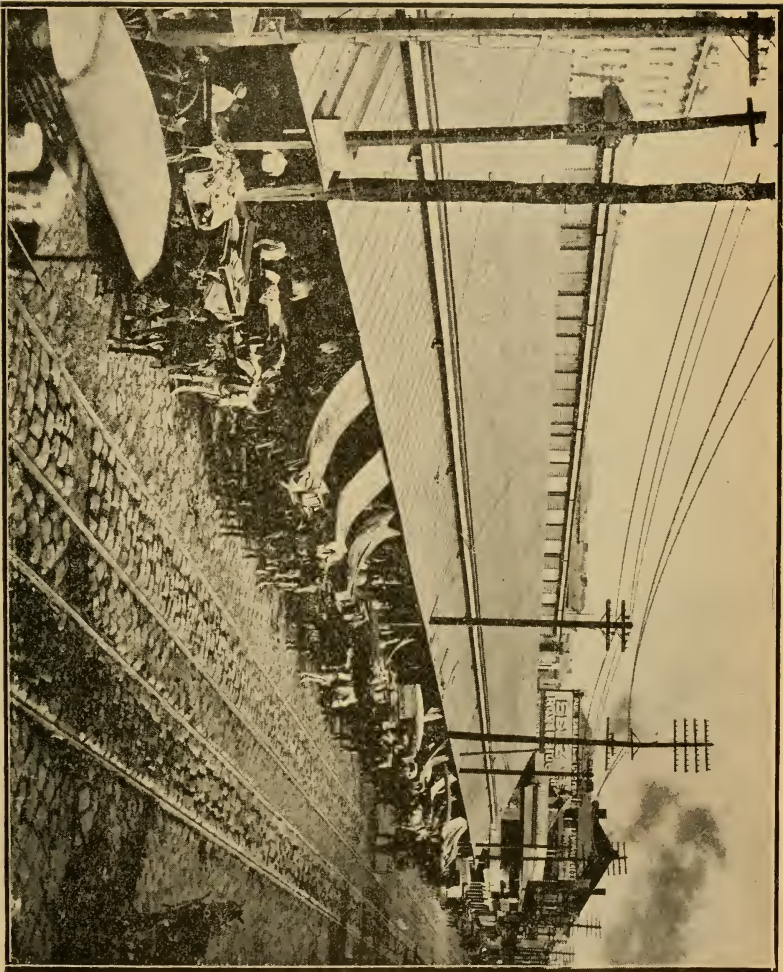
Corner of Camp and Howard avenue. Take, on Canal street, Prytania or Magazine cars to door. Open daily. No cards of admission required.

The Howard Library was erected by Miss Annie Howard as a memorial to her father, the late Charles T. Howard, and is a unique-looking building of rough brown stone, designed by Richardson, the celebrated architect. The interior, which is beautifully finished in highly polished hard woods, contains a library with alcoves full of books and a handsome circular reading room. The librarian, Mr. Beer, takes great pride in making it a library of useful books, with all the very latest works on all subjects.

MEMORIAL HALL.

No. 921 Camp street, adjoining Howard Library. Take Prytania or Magazine cars to door. Open daily. No cards of admission required.

One of the most interesting places to visit is the Memorial Hall, erected by the liberality of Frank T. Howard, Esq., from a design by Sully, as a depository of historical and war relics. The interior is of highly polished hard woods, and around the wall are glass cases filled with historical documents, swords, bullets and other relics of the Civil War. The battle flags of several Confederate regiments are hung from the ceiling, and the hall is an interesting place where several hours may be spent. At night the hall is used as a meeting room for several camps of Confederate veterans.



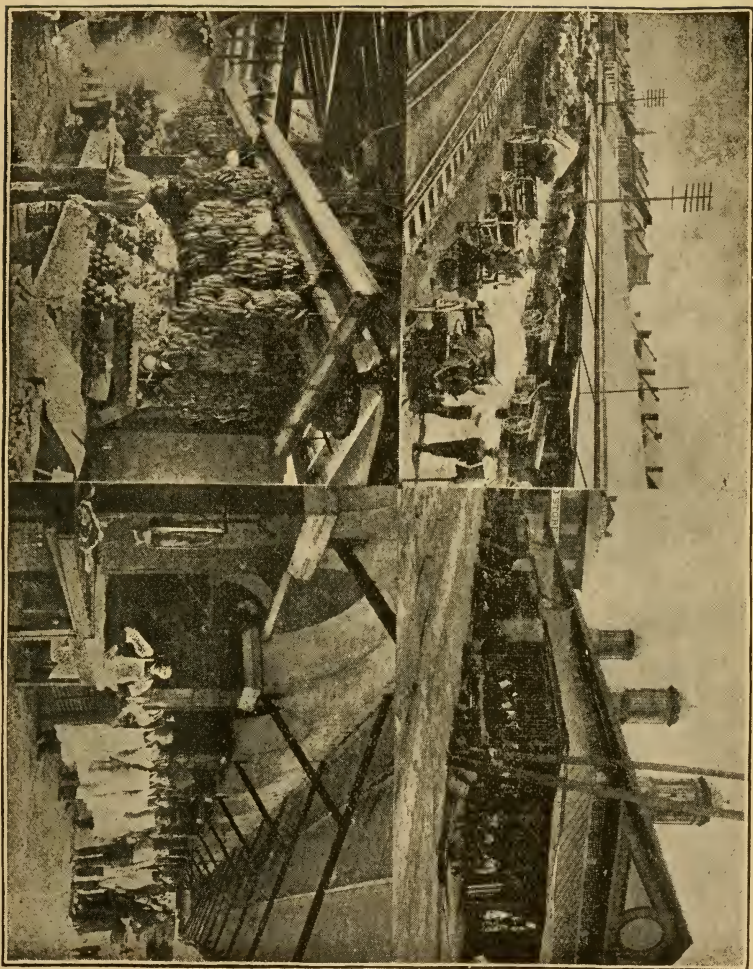
FRENCH MARKET.

MARKETS.

FRENCH MARKET.

On the Levee, near Jackson Square, seven blocks distant from Canal street. Take Barracks cars on Canal street in front of Customhouse and get out at the lower end of Jackson Square, which is the head of the Market; or take the Carondelet cars, which cross Canal street at the corner of Carondelet and Canal streets. Get out at St. Ann street, walk three squares towards river, and the head of the market is reached. Market open daily 5 a. m. to 11 a. m., but Sunday morning is the great day. The best hour to see the Market in full operation is between 8 and 9 a. m. Near the head of the Market, in the outside aisle, and also at end of the Vegetable Market, are the celebrated coffee stands, where visitors, for 5 cents, can obtain, at all hours, delicious coffee, made with a dripper, in the Creole fashion, and a peculiar kind of wafer-like pastry called "coffee cakes."

One of the principal objects of interest in New Orleans, which the stranger should not fail to visit, is the "French Market." To go away without seeing this place, with its throng of inhabitants shouting in all languages of the world, and selling fruits from the tropics, such as are not seen elsewhere, is equivalent to not having seen New Orleans. All nationalities and colors congregate at this market, which is more like an Eastern bazaar, as meat, fish, dry goods, boots, shoes, tin pans, and articles of household use are sold there every day of the week, and especially on Sundays. The French Market comprises five distinct and separate markets, which are generally known as the meat, the bazaar, the fruit, the vegetable, and the fish markets. Between these several markets are small open spaces occupied by Indians and peddlers of fruit, tinware and notions. Sunday morning, which is the day when the market can be seen in all its glory, the crowd commences to collect early, gradually increasing as the day advances, until, at 9 o'clock, the throng is so dense that circulation is impeded. The crowd keeps coming and going until the bell rings at 11 o'clock as a signal to close up and to commence cleaning up for the day. As the population of New Orleans is very much mixed, a great many nationalities are seen in the French Market, and the way English words are mixed with French and Spanish, and the manner in which words are twisted renders the Babel of tongues very confusing. On one side, the Sicilians offer, "Bananey—cheapee! Madamey" or "narange (oranges) cheappey per picayuney" (5 cents). On the other, half in French and English, you are offered bright colored calicoes, so many yards for so many *escalins* (a bit, or 12½ cents). Mine friend Moses is here, also, to offer you coats "cheap for cash" that fit "like the paper on the wall." Step outside on the Levee, and an artist is



FRENCH MARKET SCENES.

ready to take your picture while you watch acrobats going through their performances, or a traveling dentist pulling teeth for a mere trifle. Fat negresses, with gaudy "tignons" (head handkerchiefs), stroll along, talking gumbo French, a mixture of French, Spanish and English words, making their marketing or buying their wardrobes and exchanging sweet morsels of news or gossip. Amidst all this noise and confusion, the Choctaw Indians sit, silent as statues, apparently oblivious of their surroundings, keeping a strict watch on their baskets of herbs and plants, and their bright-eyed little papooses (babies), strapped to planks, as is their Indian custom.

Meat Market.—The first of the series of markets composing the French Market is the *Meat Market*, erected in 1813, at a cost of \$30,000, on the spot where stood the first market, destroyed during the fearful hurricane of the year previous. The stalls are mostly occupied by Gascon butchers from France, who monopolize the butcher business of the city. The meat sold is generally Texas beef, and brings usually 12½ cents per pound. The stalls are frequently ornamented with pictures of meadows on which graze most wonderful-looking cattle in impossible attitudes; in the foreground the artist (?) often introduces what is supposed to be the portrait of the owner of the stall, but what may be taken for any butcher in the market. At the head of the market are the several coffee stands, much frequented by strangers. Before leaving this market, go over into the aisle nearest the street and examine the various kinds of potted meats, called in French "charcuterie," some of which are excellent for cold lunches. Passing into the open space beyond, we come to the rendezvous of the Indians, a remnant of the once powerful tribe of Choctaws. These Indians live on the North side of Lake Pontchartrain, and belong to the tribe under the Chief James Mahot-Aby, who, in 1879, was elected chief for life. Their principal occupation is gathering herbs and medicinal plants, which meet a ready sale in the market. Laurel and bay leaves, used by Creole cooks to season soups and dishes, are sold by them, as well as "filé" (gumbo), a sort of green powder, used to make the celebrated gumbo soup. This is prepared by pounding up sassafras leaves, bay leaves and some other herbs, previously dried in the shade. Plantain (deer tongue), used to perfume wardrobes and linen closets, by spreading the leaves among the clothes, is sold by them at certain seasons for a few cents a



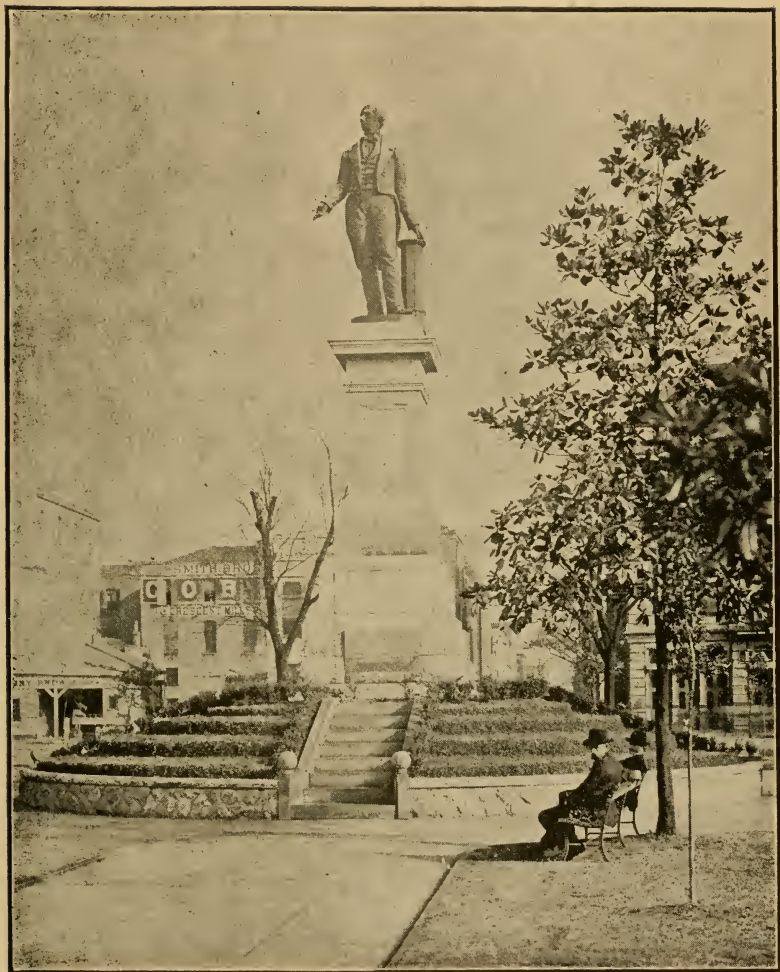
JACKSON MONUMENT.

bunch; also pieces of *latannier* root or palmetto, used for scrubbing brushes. Among their medicinal stock, the Indian or wild turnip is found, which, boiled by the natives in syrup, is considered a sure cure for consumption. Blow-guns and arrows made of the wild cane are among their stock, and can be purchased for a trifle. Negro women station themselves at this spot, offering for sale "pralines," sugar cakes made of pecan or peanuts, "callas," a species of soft doughnut made of rice and "pain patate," a kind of pie or cold pudding made of sweet potatoes.

Bazaar Market.—The next market is called the Bazaar Market, a structure of iron, used for the sale of vegetables, fruits, etc. We come then into an open space occupied by vegetable, fruit and flower vendors. During the Louisiana orange season, October to January, bins full of fine oranges are seen on all sides. Bananas do not ripen in New Orleans as well as in the tropics and have to be brought from the neighboring islands of the Gulf of Mexico, but oranges and figs grow to perfection. During the height of the season oranges can be purchased at these bins as low as 30 cents a hundred.

Fruit Market.—Crossing the street, we reach a triangular market used for fruit and poultry. Here the fruits of the tropics are sold at reasonable rates.

Vegetable Market.—The next market is the great "Vegetable Market," a most interesting place, where vegetables, groceries, flowers and fruits are sold. Owing to the warm climate of the surrounding country, the seasons are very advanced and strawberries, green peas, and other early fruits and vegetables are sold here in December and January. Many of the vegetables sold in this market do not grow at the North and can be purchased here cheap. In the Spring, the first fruit that makes its appearance in market is the "Japanese plum" or "Mespilus," a bright yellow and slightly tart fruit with a tender pulp and several large seeds. Pomegranates and figs appear in July. Of the latter the "figue celeste," a small brown fig, is much preferred to the large black or white fig, which is too coarse-grained and not sweet enough. Plantains, a large kind of banana, brought from the islands of the Gulf, are not sweet enough to eat raw, so the Creoles slice them and eat them fried or stewed, with butter and sugar. In this market bouquets made of vegetables, artistically carved to represent flowers, are offered for sale at moderate prices. At the



CLAY STATUE.

lower end are the best coffee stands in the market—where good coffee and chocolate are kept steaming hot.

Fish Market.—After passing through the Vegetable Market, the Fish Market is reached. This building, a structure of iron and glass, is one of the most interesting on account of the great variety of fish offered for sale. On the white marble tables are seen brilliant Red-snappers with large coral-colored fins, the Red-fish, much liked in “courtbouillon,” the much appreciated Sheephead, the famous Spanish Mackerel, and, last but not least, the Pompano, considered by gourmets to be the finest and most delicate fish that swims in any waters, and which strangers should not fail to taste at some good restaurant. Crabs, hard and soft, and Shrimp from the lake and river, the former being the largest, but not esteemed as much as the latter, are sold in quantities. Crayfish, a small lobster-like fish, are sold from large baskets and used to make the famous “bisque” soup. These little fish are caught principally in the river, where they do great damage to the levees, by boring holes in them. Sea Trout, Mullet, Catfish, Croakers and many other varieties are always on sale. The fish business is carried on by a class of Spaniards and Italians who are usually called “Dagoes.” They own their own boats, small sailing vessels, called luggers, having one mast, on which they hoist a lateen sail. These boats go through the various canals to the fishing grounds in the Gulf, and lay in their stock, pack it away in ice boxes, and hasten to the city. Some of the fish are brought from greater distances, for instance the Pompano, which is only found in certain spots on the Florida coast. Green turtle comes also from Florida, and is always to be had in the market. The proximity of New Orleans to the sea and fresh water streams makes it the best fish and oyster market in the United States after that of Mobile; while in winter the bayous and woods are filled with game of all kinds. Fish is cheap here in comparison to other large cities. A fine Red-snapper or Red-fish, enough for ten persons, can be bought for 50 cents; Sheephead are little higher, and small Pompano sell as low as 25 cents each and as high as \$5. Shrimp, 10 cents a plate, and hard Crabs, 15 cents a dozen. Near the end of the Fish Market is the Game Market, which in winter is stocked with Wild Ducks, Geese, Turkeys, Rabbits, Woodcock, Snipe and all varieties of game. Wild Ducks are sometimes very abundant, and sell lower than 50 cents a pair.



FRANKLIN STATUE.

Route Home.—The return to the hotel or Canal street is a pleasant walk and on the way are several objects of interest. Cross Jackson Square (see Parks and Squares) in the centre of which is the Jackson Monument (see Monuments), and drop in at the Cathedral (see Churches), where the services are usually going on; thence up Chartres street to Canal street (seven squares), stopping on the way at the various bird stores to see their birds, monkeys and other curiosities. A visit to the French Market usually winds up with a breakfast at Bégué's (see Restaurants).

POYDRAS MARKET.

Corner of Baronne and Poydras streets. Market held every day, Sundays included, 5 a. m. to 11 a. m. Five blocks distant from Canal street.

The Poydras Market, named after the street on which it stands, so called in honor of Julien Poydras, a benevolent citizen and founder of several orphan asylums, is the principal market of the American quarter, and resembles the French Market on a much smaller scale. It is noted for the excellence of its meat and is well patronized. On week days, in the middle of the market, rows of negro women stand like soldiers, waiting for scrubbing or washing jobs and remind one of the time slaves stood in line for sale at the slave marts of the city.

OTHER MARKETS.

Many other markets are scattered over the city. (See City Directory).

TULANE HALL.

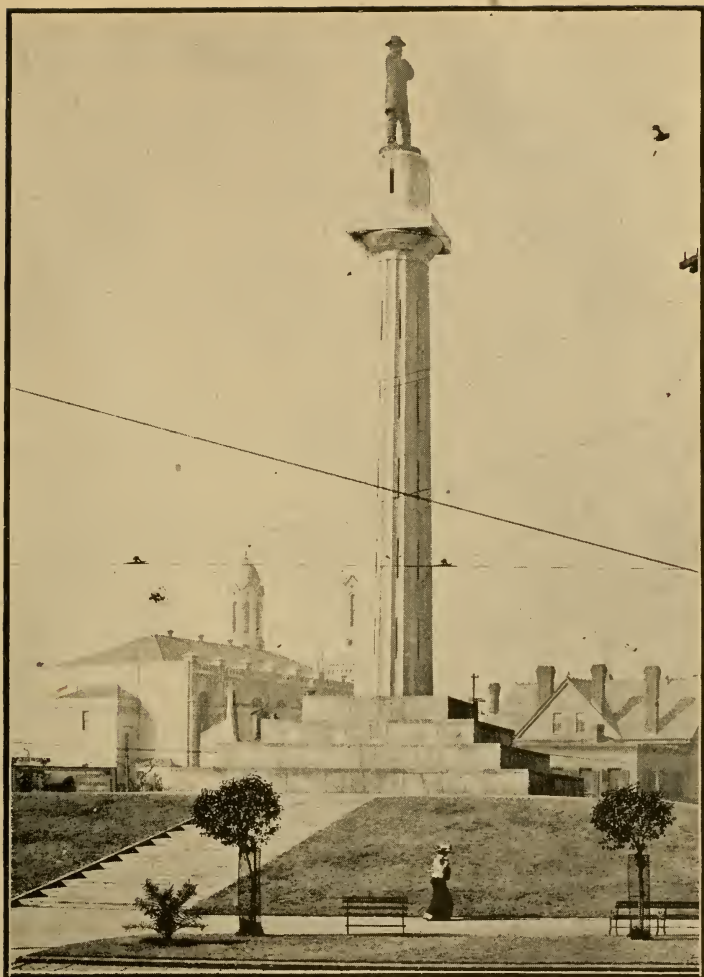
On University Place, near Canal street.

The Mechanics' Institute, now called Tulane Hall, was built for an institute and library and is an historic building. During the late Civil War, when a State government was formed under the protection of the Union forces, this building was made the State Capitol. After the war it continued to be used for the same purpose, and in 1866, here occurred the "July Riots." This disturbance was caused by the unauthorized assembling of the old State Convention of 1864. The president of that body, E. H. Durrell, afterwards judge of the United States District Court, refused to call it together, as he considered it was a defunct body, but the Governor of the State, J.



M'DONOGH MONUMENT.

Madison Wells, being undecided with whom to cast his lot, the Democrats or the Republicans, maintained an undecided, non-committal attitude, favoring more the Republicans, so a portion only of the old Convention met at the call of a few members. The Democrats determined that the Convention should not meet, and thus, with the countenance of the Republican party in Congress, legislate them out of the State government, of which they had possession, except the governorship. The Mayor of the city, a Democrat, acting under an old law of the State forbidding meetings of assemblies designed to overturn the government, directed the city police, in conjunction with the sheriff of the parish, to prevent the assembling of the Convention. The members, surrounded by some negro adherents, barricaded themselves in the hall of this building. Refusing to obey the summons of the sheriff, the front doors were forced and in the scuffle, following the arrest of the members, several were killed, together with some of their colored allies. This, called the "July Riots," fanned the dying embers of the Civil War into a flame again, sending troops into the State, and causing the passage of the Reconstruction Laws in Congress, by which all the States in the South were relegated for a while to military rule. Later on, after a new State government was organized, complications often arose and the militia were called upon at various times to quiet troubles among the Republicans themselves. In December, 1872, the Legislature was called to meet in extra session in this building, and C. C. Antoine, the aspiring Republican Lieutenant Governor, sought through the United States District Court to enjoin the State officers and Legislature from the counting of the returns of the recent election. Judge Durrell, alleging that he feared that his injunction would not be respected, signed an order, at midnight, directing the United States Marshal to seize and hold the Capitol. The marshal, by virtue of this "midnight order," with a company of United States troops, seized the Capitol and refused to allow any but the partisans of Kellogg, the aspiring Governor, to enter. From this action resulted complications, which ended by installing W. P. Kellogg as Governor, in which seat he was maintained for four years by Federal troops. This building is now a part of the Tulane University of Louisiana, and is used as a library and a Public Hall.



LEE MONUMENT.

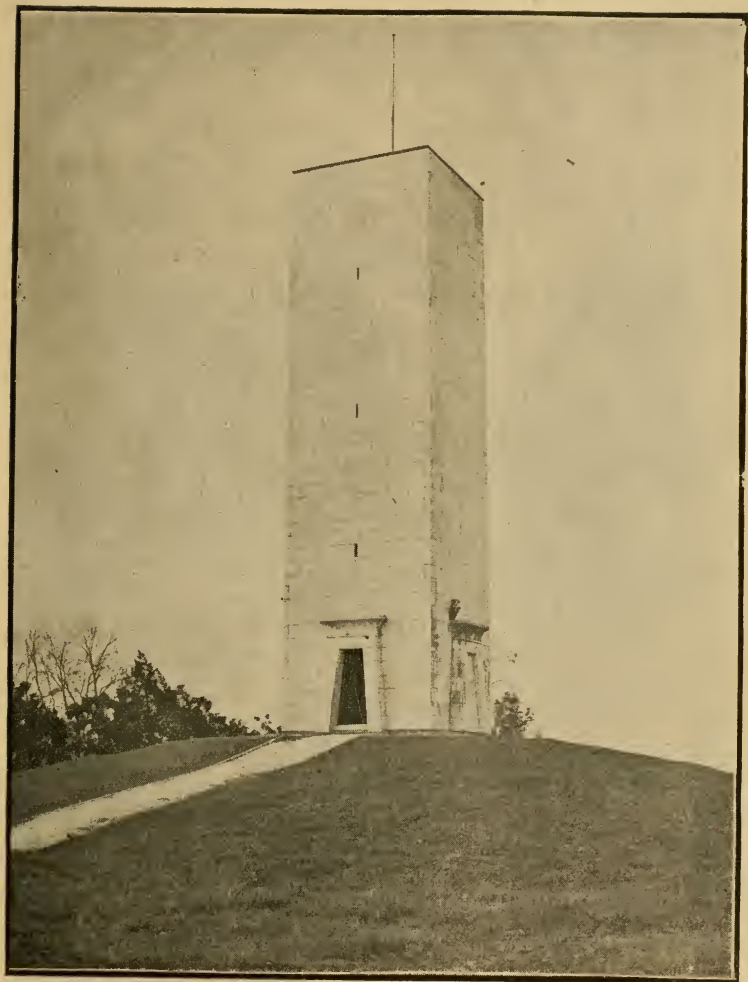
MONUMENTS.

JACKSON MONUMENT.

In Jackson Square, on Chartres street, six squares from Canal street. Take Barracks cars, opposite Customhouse.

The most remarkable monument of New Orleans is the bronze equestrian statue of General Andrew Jackson, erected in the centre of the square named after this General. The State of Louisiana determined to erect a suitable monument to the hero who achieved the signal victory on January 8, 1815, over the British on the plains of Chalmette, six miles below the city. (See Battle of New Orleans). The committee having the monument in charge decided to adopt the model of Clark Mills, which is an exact copy of the statue in front of the President's house in Washington. The General is represented in full uniform on a prancing horse, apparently entering the city, with his chapeau raised as if in the act of saluting. The statue and pedestal cost \$30,000. It is condemned by some, who claim that it looks like a hobby-horse, and that the position of the General and the horse is not natural. By others it is much admired, and the artist is highly praised for the great feat he accomplished in balancing such a mass of metal. Nearly all equestrian statues have props beneath them, but the absence of any such support under this one will be remarked—as the horse stands on its hind legs perfectly balanced. In this position the statue has withstood all the hurricanes and storms for over forty years and has never moved an inch. How the artist was able to accomplish this is best told in the answer made by Clark Mills himself, to a reporter some time ago:

“When I first commenced the Jackson statue my idea was to put a prop under the horse's breast, after the manner of every equestrian statue then in the world, but, while watching a restive horse, which was being exercised in front of my door, the animal reared with its rider, and an instant stood poised upon its hind legs. My position was such that the perpendicular jamb of the door drew a line from the horse's feet through the body to the crest of the neck, the front half of the body and legs of the rider appearing to view, while the hind parts and body of the rider were behind the door post. As he stood for an instant, I caught the position of a horse balanced for a jump and saw that he simply shifted his weight so as to bring the centre of gravity upon the hind feet. This idea I worked out upon my model. All the statements in newspapers and



CHALMETTE MONUMENT.

guide books about my horse's front parts being hollow and hind parts solid to adjust it in position are simply false. Another absurd report is that he is bolted down, and, when the bolts rust away, the horse will pitch over on his nose, 'Go to grass,' as the saying is. There is not a bolt about it. It simply stands upon its feet, balanced. You see, to the foot, on the small model I hold, is eleven and one-half inches, and, one foot being slightly in advance of the other, the natural position of the horse when standing, gives two inches more. Now, with a base of thirteen and one-half inches, such is the conservation of fifteen tons accurately balanced, that a ton's weight attached to the horse's knees would not trip it out of position."

CLAY STATUE.

In Lafayette Square, six squares from Canal street.

In 1856, the citizens of New Orleans determined to erect a statue of Henry Clay, the great Whig statesman, whose saying, that he "would rather be right than be President of the United States," is always remembered. Joel T. Hart, of Kentucky, was the artist chosen, and he succeeded in producing a most life-like bronze statue of the great statesman, heroic size, represented in the act of making a speech. The position of the figure is easy and graceful. On January 12, 1901, the statue was removed from Canal street to this spot and a new cornerstone laid, on which occasion the Hon. Carleton Hunt delivered a masterly oration on the life and times of Henry Clay.

FRANKLIN STATUE.

In Lafayette Square, opposite City Hall, six squares from Canal street.

In Lafayette Square, on the Camp street side, is the white marble statue, by Powers, of Benjamin Franklin, the statesman, philosopher, and patriot. The statue is of life-size, and represents Franklin in a pensive mood, one arm resting on the trunk of a tree shivered by lightning, and the other on the hip. The statue faces towards the river, which causes the wits of the city to remark that "honest Ben Franklin" had to turn his back on the fathers in the City Hall. Through the exertions of several ladies, a part of the funds to erect this statue was raised, and through the liberality of C. A. Weed, the subscription was completed, and the statue erected in 1872.



CONFEDERATE MONUMENT.

McDONOGH MONUMENT.

In Lafayette Square, on the St. Charles street side.

John McDonogh, an old merchant of New Orleans, left a large portion of his fortune to build school-houses in New Orleans, and the pupils of these schools erected this monument to his memory on December 28, 1898. On McDonogh day every year the children cover the mound with flowers in memory of their benefactor. The column is surmounted with a large bust of the philanthropist, by Picarilli, and cost \$7,400.

LEE MONUMENT.

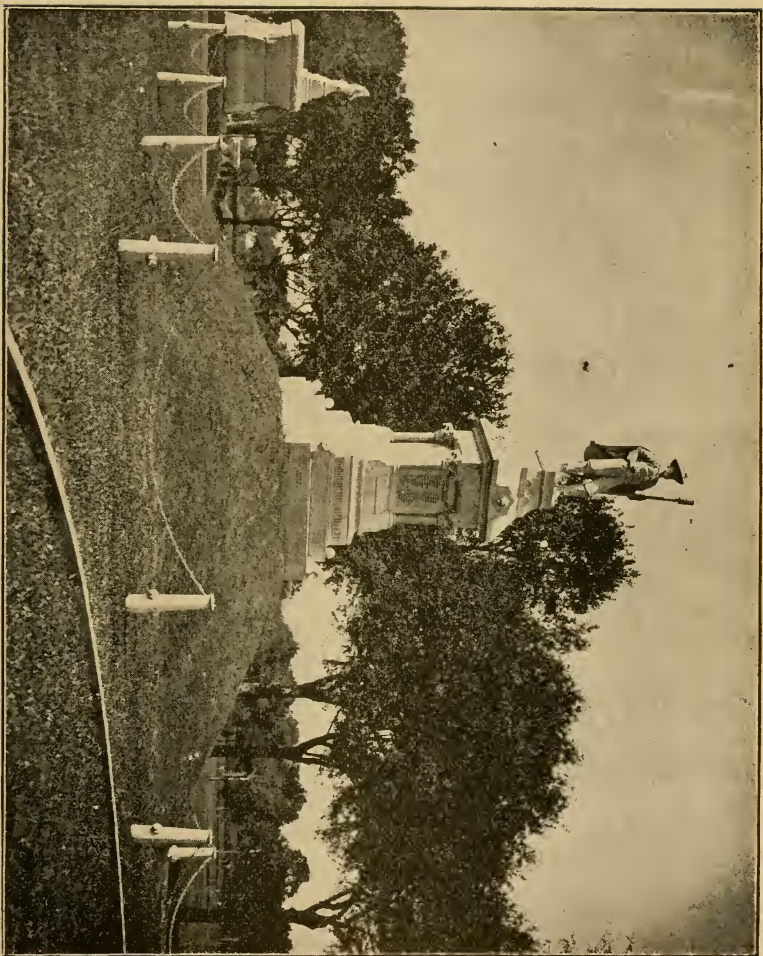
In Lee Circle (formerly Tivoli Circle), on St. Charles street, ten squares from Canal street. Take cars on St. Charles street, and get out at the first turn the car makes.

Under the management of a society of ladies, several entertainments were given to raise funds to erect in Lee Circle, a monument to General Robert E. Lee, the celebrated Confederate General; it was determined to build a column of white marble, surmounted with a bronze statue of Lee fifteen feet high. The foundations of the column were composed of heavy piles of cypress, driven into the ground by steam and bolted together. On this, bricks were laid and the column, with a staircase, lighted by openings cut in the stone, was erected at a cost of \$40,000. The bronze statue, by Doyle, is considered a good likeness of the famous Confederate General. The monument is one hundred and six feet eight inches high, resting on a granite base forty-two feet square. Height of mound, twelve feet; base, twelve feet; column, sixty feet; die, seven feet eight inches; statue, fifteen feet; diameter of mound, one hundred and ninety feet; diameter of column, seven feet; diameter of die, seven feet eight inches.

BATTLE MONUMENT.

On Battlefield, below the United States Barracks. Take Dauphine cars to terminus at the Slaughter Houses; then walk half a mile along levee to the monument grove.

The Louisiana Legislature made an appropriation to build a monument on the Battle Field of New Orleans, and a plain white marble shaft was commenced. After attaining about sixty feet in height, the appropriation gave out, and the monument was never completed. The shaft stands near the river, and has a spiral staircase within it. From the top a fine view



WASHINGTON ARTILLERY MONUMENT.

is to be had of Jackson's great field of victory, and it marks the spot where Jackson stood during the battle of January 8, 1815.

CONFEDERATE MONUMENT.

In Greenwood Cemetery, on the Metairie Ridge. Take, on Canal street, the West End Railroad, and get out at the Ridge Station.

In Greenwood Cemetery, on the Metairie Ridge, is the monument erected by a society of ladies, at a cost of \$10,000, to the memory of the Confederate soldiers. The monument faces the Metairie Ridge road and consists of a mound, beneath which are the vaults where are buried the remains of many Confederate soldiers who died in prison during the war. The top of the mound is reached by granite steps, and in the centre is a pedestal of elegant design, on which stands the white marble statue of a Confederate soldier resting on his gun. Around the statue are the busts of Lee, Stonewall Jackson, Johnson, and Polk. On the Confederate Decoration Day this monument is always handsomely decorated with flowers.

WASHINGTON ARTILLERY MONUMENT.

In the centre of Metairie Cemetery. Take West End Railroad on Canal street. Get out at the Ridge Station and cross the bridge to the cemetery.

The battalion of Washington Artillery, rendered so famous during the civil war by participating in all the great battles of Virginia, having taken part also in the war with Mexico, have erected a magnificent mausoleum in the centre of the Metairie Cemetery. The monument is of a tasteful design, and is surmounted by a statue in granite of a cannoneer, sponge staff in hand, modelled after the former Colonel of the battalion (Walton), who participated in all the campaigns in Mexico, Virginia, and Pennsylvania. On the face of the monument is the tiger's head, the emblem of the organization for over forty years, and around the sides, are engraved the names of the many battles in which the command took part. The monument is surrounded by gigantic cannons, half embedded in the earth, and connected by chains.

ARMY OF NORTHERN VIRGINIA.

In the Metairie Cemetery, near the Lake.

The monument of the Society of the Army of Northern Virginia consists of a column surmounted by the statue of a Con-



ARMY NORTHERN VIRGINIA MONUMENT.

federate soldier. Below are large burial vaults for the soldiers belonging to the society.

ARMY OF THE TENNESSEE MONUMENT.

Near the main entrance of the Metairie Cemetery is the monument of the Army of Tennessee, of which so many Louisianians were members. The mound is surmounted by a large equestrian statue of General Albert Sidney Johnston as he appeared at the Battle of Shiloh (Pittsburg Landing). In the vault below are the remains of Generals Johnston and Beauregard, with suitable epitaphs.

MARGARET'S MONUMENT.

In Margaret Park, at the intersection of Camp and Prytania streets.

Margaret Haughery was a noble and charitable woman who had all her life devoted herself to aiding the orphans. Reared in poverty, she had, by industry in selling milk, accumulated sufficient means to purchase a large bakery, and with strict attention to this business, managed in a few years to make a fortune. This she devoted to the care of the orphans, without regard to sex, nationality, or religion. At her death, through the exertions of Mr. Horter, a popular subscription was raised and the present statue and park dedicated to the good woman's memory. The statue is of white marble, by Doyle, and represents Margaret seated with an orphan beside her. This is the first statue raised in America in honor of a woman.

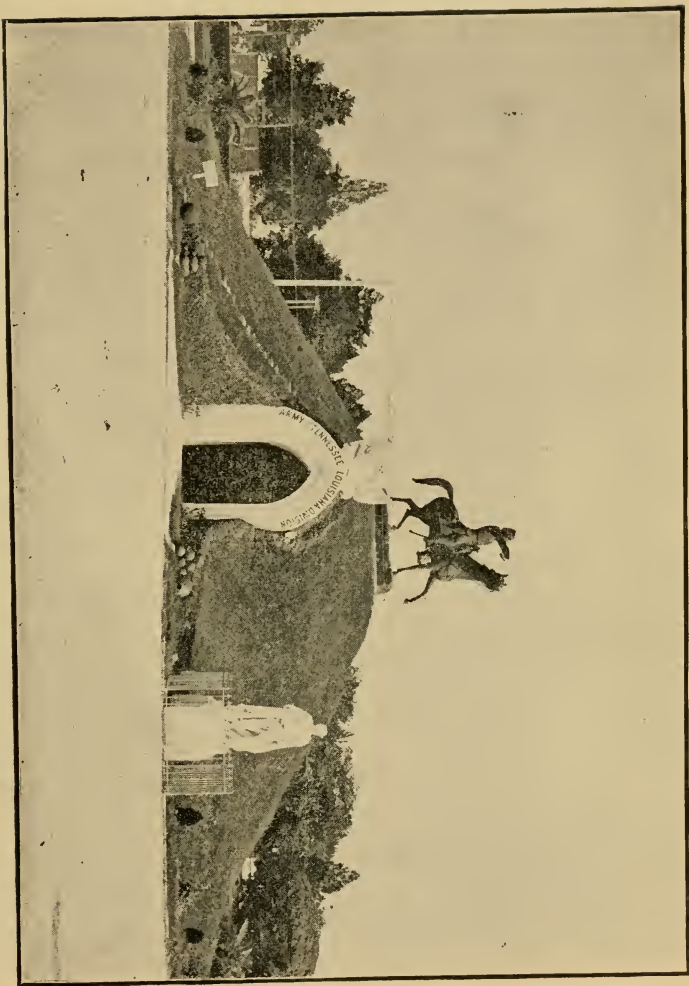
14TH OF SEPTEMBER MONUMENT.

At the head of Canal street, on the spot wherein the White League of Citizens, on September 14, 1874, defeated the Radical Republican State forces, an obelisk has been raised to commemorate the victory and the memory of those who fell that day.

ITALIAN MONUMENT.

In centre of old St. Louis Cemetery No. 1, on Basin street, three blocks from Canal street. Take Dauphine or Esplanade cars. Get out at Conti street. Cemetery open from 6 a. m. to 6 p. m.

One of the largest and most magnificent monuments in New Orleans is the one erected at a cost of over \$50,000, by the Italian Society, in the old St. Louis (No. 1) Cemetery on Basin street. Unfortunately the monument is surrounded by narrow



MONUMENT—ARMY OF TENNESSEE.

alleys, but from its great height it is easily found on entering the cemetery. The mausoleum, of white marble, is built in the form of a Maltese cross, surmounted by a statue of Religion leaning on a cross. In the niches are life-size statues of Italia and her children. It is much regretted by all who have seen this monument that it is not placed in a position where its majestic proportions could be better appreciated.

MINT.

Corner of Esplanade street and the Levee. Take the Levee and Barracks cars in front of Customhouse or the cars on Bourbon street. Open for visitors

The United States Mint occupies the site of old Fort St. Charles, and was erected by the Government at a cost of \$182,000. The building fronts on Esplanade street, the former lower line of fortifications, and is bounded in the rear by Barracks street, so named from having been the site of the old barracks of the garrison. The Mint is capable of turning out \$5,000,000 per month, and the machinery is of the finest kind. The process of "making money" by stamping it can be seen with much interest, and is one of the sights of the town. A polite official is always in attendance to show the visitors through the several departments. The efficient Superintendent is always happy to have the Mint and its workings inspected. In December, 1814, General Jackson stood on this site before the gate of Fort St. Charles and reviewed his army as they marched to meet the British. In 1862, Mumford was hung by General Butler in front of the Mint, between the two centre pillars, for tearing down the United States flag from the roof of this building.

MUSEUMS.

At Tulane University, St. Charles avenue. Open daily. Free.

NATURAL HISTORY MUSEUM.

A large and interesting collection.

MUSEUM OF ARTS.

A collection of paintings, statuary, carvings, etc.

MEDICAL MUSEUM .

At Richardson Medical School, corner Canai and Villere streets.

A splendid collection of models, etc., well worth an inspection of several hours.



MARGARET STATUE.

MILITIA.

The Militia of the city is well organized and is 1200 strong, and is attached to the "First Division of Louisiana National Guards," commanded by a Major-General. According to law all militia men are exempt from jury duty.

NAVY YARD.

The New Orleans Naval Station is located about a mile and a half below Algiers (Fifteenth Ward, Canal street ferry), on the Mississippi river, and is designed to be in the future one of the principal navy yards of the United States, having the advantage of deep water and of fresh water, which prevents the bottoms of vessels becoming foul with barnacles. The second largest floating dock in the world is moored in front of the yard. It is constructed of steel and cost \$810,000. The Naval Station was formally opened November 6, 1901, when a grand celebration of the event took place under the presidency of Governor Heard of Louisiana. An order of the Secretary of the Navy allows merchant vessels to use the dock. The first vessel docked was the battleship Illinois in 1902. The big dock is well worth a visit and when near by its huge proportions are more appreciated than from a distance.

DESCRIPTION OF DOCK.

The dock, which was installed in 1901, is one of the modern wonders in naval architecture.

There is nothing else like it afloat. It can raise a 15,000-ton battleship while the floor of the dock still remains two feet above the water level, according to the government rule. It can raise an 18,000-ton battleship with the dock floor even with the water level. The dock is technically described as being 525 feet in length over all, while its breadth is exactly 126 feet 2 7-10 inches. The width between the sides is 100 feet. The entire height of the sides, from their bottoms, which are submerged to the tops, is 55 feet. The depth of the pontoons, or what the inexperienced might call the hulls of the dock, is 17 feet 6 inches. The greatest draft of the dock is 49 feet 6 inches. There are three pontoons, which form its floor and also, with the sides, give it buoyancy. The middle pontoon is the largest, being 242 feet long, and the end pontoons are each 141 feet 3-8 inch in length. The walls are 395



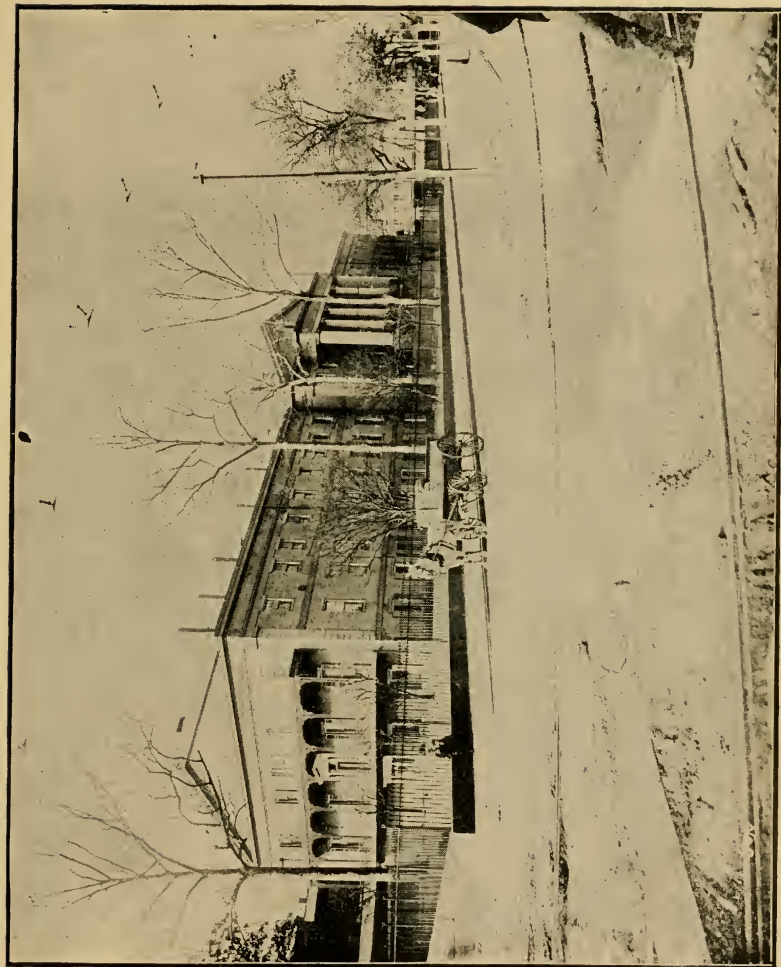
14TH SEPTEMBER MONUMENT.

feet 5-8 inch long and are 9 feet in width at the top and 13 feet at the bottom. The pontoons and sides are divided into forty water-tight compartments, which enable the dock to be completely under the control of the dock master, who can make it assume any position required to dock a vessel. It has 261 keel blocks, and they are movable, so that they can be readily adjusted. The weight of the steel in the dock is 5865 tons, and the weight of the dock equipment is 1000 tons, making a total weight of 6865 tons. The cost of the dock complete was \$810,000.

The stability of the structure, according to the engineer's figures, is something remarkable. Carrying a 15,000-ton battleship two feet above the water, it will cause her stability to be fifteen or twenty times as great as that of a ship in the water. The numerous compartments add to the steadiness of the dock, for, if they were few in number, the water in them when the dock was submerged, or partly so, would splash about and cause considerable motion to the structure.

When it is necessary to dock a vessel water is admitted to the compartments through sixteen valves, each sixteen inches in diameter, and it requires about an hour to sink the dock so that craft can enter it. After the dock is sufficiently deep in the water the vessel enters, and having been accurately adjusted, the water is pumped out of the compartment by means of eight pumps, which are driven by four engines that have four boilers of the water-tube type and of 135 horsepower each to supply them with steam. The pumping apparatus is so arranged that either engine can steam from either boiler, and in case there is a breakdown on one side of the dock the pair of pumps on the other could do all the pumping. It takes about three hours and a half to raise the dock. The pumps also operate a line of hose, which is employed to wash the slime from the hulls of vessels that are docked. This is quite a task, for the amount of fouling which is washed from the sides of a large ship is considerable, and after it has been cleaned the stuff has also to be washed from the floor of the dock, otherwise the men could not work about the craft.

Although a great number of shores are not used to support the vessel in the dock, as the American plan of docking craft provides for supporting them at the bottom on each side of the keel, this dock has four mechanical side shores for centering vessels accurately in it. They are marked with feet and



UNITED STATES MINT.

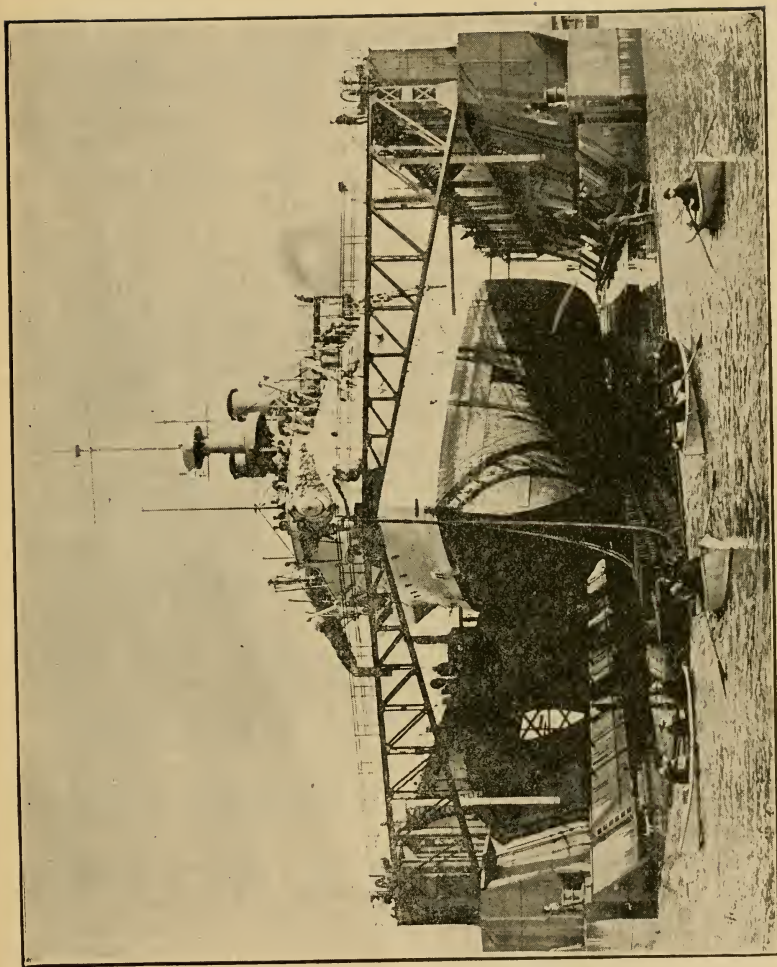
inches, so that the beam of the vessel being known the shores on one side can be adjusted to the proper length; the vessel is then run into the dock and set against the two shores so adjusted, after which the other two shores are pushed up against her, holding her firmly in position. This is done before the vessel is lifted. If a craft should be listed the compartments on one side of the dock are emptied sufficiently to enable her to enter the dock parallel with its sides. She is then adjusted in position by means of the shores, and the dock is lifted to an upright position and the vessel also assumes the same attitude. The dock has adjustable bilge blocks and keel blocks, which can be concentrated if required for smaller vessels. The engines and pumps are in the side walls, from the tops of which the smokestacks project.

Should a ship draw one or two feet more of water than the capacity of the dock, as stated, the structure could be made to float with the deck awash, and the tops of the walls are ordinarily sufficiently high above the water to permit the dock to be sunk the additional distance necessary to take in the craft.

Another remarkable fact concerning the dock is that she is able to dock herself for cleaning and painting. The three pontoons are connected with the sides by means of joints that are bolted together. There are two sets of these joints, one above and one below. Supposing it to be necessary to clean and paint the bottom of the centre pontoon, the joints are disconnected so as to release it from the side walls. Then the two other pontoons and the walls are sunk until the lower joints of the center pontoon are on a level with its upper joints in the side walls.

The lower joints of the centre pontoons are coupled with the upper joints in the side walls, after which the water is pumped out of the other pontoons, and the whole structure is thus raised until the centre pontoon stands away up out of the water, and it can then be easily cleaned and painted. The bottoms of the side walls can be reached by pumping all the water out of the compartments on the side of the dock which it is desired to raise and then filling those on the other side. The result of this is to list the dock so that one side of it stands clear out of water. The object of this was to be enabled to clean the dock, otherwise it could not have been done, as there was no other dock large enough to hold it.

The designs of the dock were originally made by Messrs.



BATTLESHIP ILLINOIS IN ALGERS DRY DOCK.

Clark & Standfield of London, who, in a publication upon dry docks, acknowledge that the American system of docking vessels is the best. The designs were afterward modified at Sparrows Point to conform to American practice. The dock is furnished with electric lights, water supply, etc., and has comfortable accommodations for eight men. It is moored to the shore by heavy cables, and from the openings in the walls large booms that form connection with the shore. The pointed ends of the forward and rear pontoons will cause the dock to be little affected by the current.

It is stated by experts that floating dry docks possess several advantages over the familiar form of timber dry dock, one of them being that the floating dry dock is often less expensive to build and another that it has the quality of portability and can be towed from place to place, as occasion may demand, for its use. Although the present dock has cost \$810,000, the big timber dock at the League Island Navy Yard, of equal capacity, cost \$749,000, but that was exclusive of the cost of the land the latter occupies.

The dock was constructed under the Act of Congress of May, 1898, and a plant was especially built for the work at Sparrows Point. The entire construction was under the supervision of Sven Anderson, superintendent of the dock department, and of General Manager A. G. Wilson of the marine department.

NEWSPAPERS.

Times-Democrat, Daily (Democratic) —Largest circulation, office 320 Camp street.

New Orleans Picayune (Conservative-Democratic) —An old and favorite family journal, with a large circulation, office 326 Camp street.

Daily States (State organ, Democratic) —Evening journal, extensive city circulation, 406 Camp street.

German Gazette (Democratic) Daily—534 Poydras street.

L'Abeille (The Bee), (Conservative-Democratic) —Leading French journal of the State, 323 Chartres street.

City Item (Independent) —Evening journal, 336 Camp street.

Daily News—445 Camp street.

WEEKLIES.

Christian Advocate—Organ of Methodist Episcopal Church, South.

South-Western Christian Advocate—Organ of the Methodist Episcopal Church, North.

South-Western Presbyterian—Organ of the Presbyterian Church.

Morning Star—Organ of the Roman Catholics.

Associated Press Office—No. 618 Commercial Place.

ORANGE GROVES.

Around the city are situated extensive groves of oranges. The largest are those opposite Carrollton (7th Dist.) on Nine Mile Point, and those below Algiers. Take St. Charles avenue car to Carrollton and thence cross the river by the large skiff ferry.

Oranges grow to perfection in Louisiana and are becoming a very profitable crop. The extreme cold weather often injures the trees fatally, but the early frosts tend to sweeten the juice and impart a delicious flavor to the fruit. In the latter part of February the trees commence blooming and are covered with myriads of little white star-shaped flowers with bright yellow stamens. These flowers emit a sweet perfume as powerful as the night blooming jasmine. The petals of the flowers fall, leaving the yellow stamens which detach themselves and leave a little ball; this gradually grows larger and becomes, in November, the orange ripe for eating. The petals of the flowers are gathered and boiled with sugar and strained to make an orange flower syrup much prized by the Creoles. More sugar is added to the residue of the straining, and sugar cakes called "conserve" filled with the candied blossoms are made. A tea made of the leaves of the tree is much used by yellow fever patients to produce perspiration and a soothing effect. From the flowers is distilled orange flower water and from the orange skin Curaçoa cordial is manufactured. The ordinary orange trees are divided into two classes, the sour and the sweet, which are distinguished by the leaves and the size of the blossoms. The former are planted for ornament and the latter for the fruit. There are many varieties which have

been brought from various parts of the world, the color of the skin and the juice differing slightly. Mandarin orange trees also thrive and the trees are dwarf, producing a small, flat-shaped, very sweet orange, with a skin that easily peels, and with a juice of a peculiar though pleasant taste. Orange trees are planted from the seed in nurseries, and when three years old are transplanted to the groves; they commence to bear in the seventh year of their growth. The orange flourishes best on the river bank protected from the cold north winds by the water and especially in the parish of Plaquemines, below the city, where there are groves of several miles in extent. A full bearing tree will produce over two thousand oranges, which bring from \$5 to \$17 per barrel of 250 oranges.

PARISH PRISON.

On Gravier street. For admission to inspect this prison, apply to Captain in charge.

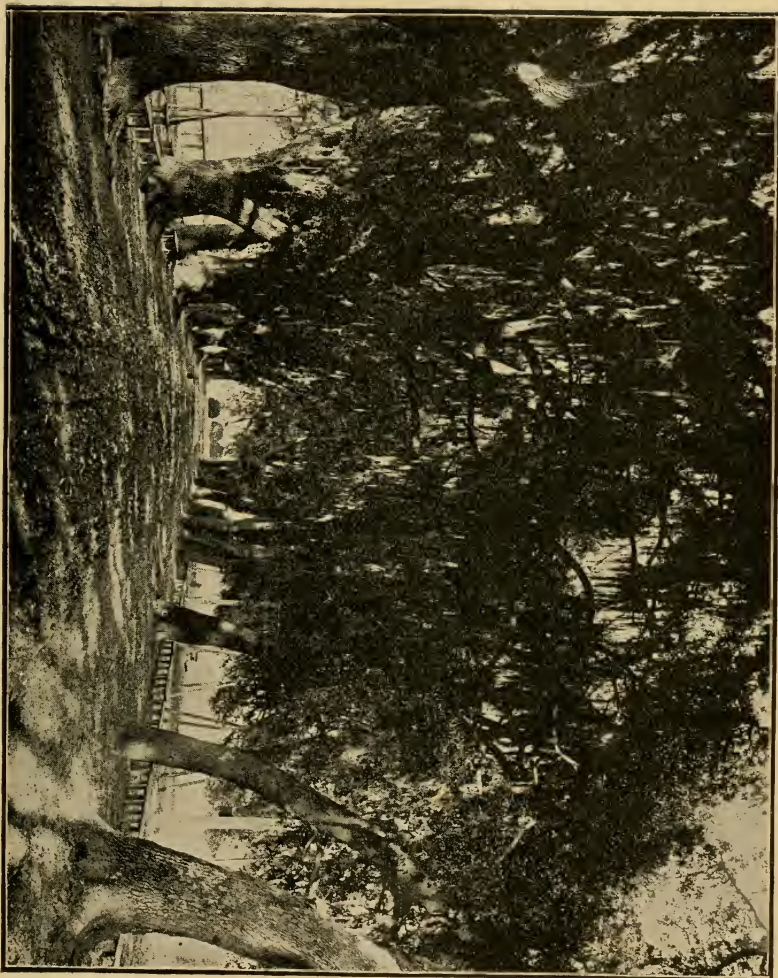
The Parish Prison, or County Jail, a large building in the rear of the Criminal Court Building on Tulane avenue, is used as a prison for the city. This institution is under the charge of the Criminal Sheriff of the Parish of Orleans and a Captain of the Prison. Within its walls prisoners sentenced to imprisonment for short terms are confined, and also prisoners prior to removal to the State Penitentiary at Baton Rouge. In the cupola hall are the condemned cells, where prisoners under sentence of death are confined before their execution. The prisoner, after sentence, is taken from the court and placed in one of these double-grated cells which he does not leave except to go to the chapel, until he is led to the scaffold. Executions were formerly public, but in accordance with law they now are private. On the day appointed by the Governor, the condemned is conducted to one of the inner courts and executed by hanging. Adjoining the prison is a Precinct station of the city police.

PARKS AND SQUARES.

JACKSON SQUARE.

On Levee, opposite Cathedral. Take Levee cars, opposite Customhouse.

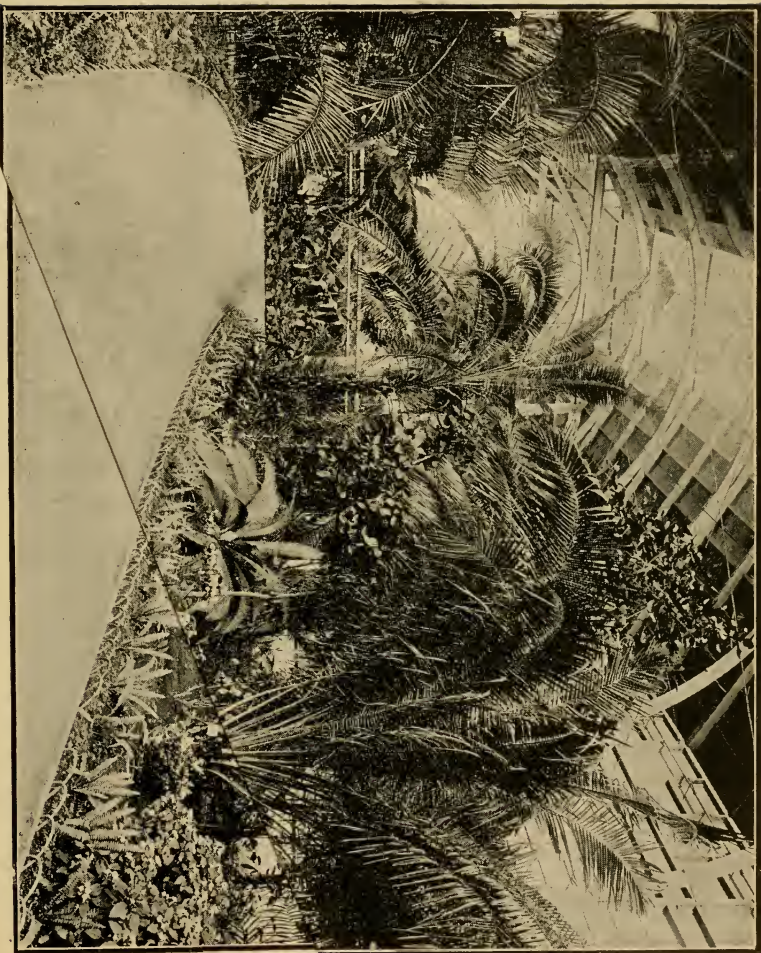
The handsome square situated in front of the Cathedral is known as "Jackson Square." In former times, before the



GROVE OF OAKS—AUDUBON PARK.

grounds were transformed into a garden, the square was called the "Place d'Armes," and served, as in the cities of Europe, as a parade ground for the troops of the garrison. In the centre of the square is an equestrian statue of General Andrew Jackson (see Monuments), after whom the place was named. In former times a flagstaff stood in the centre of the square, and from it, at different epochs in the history of the colony, floated the royal banners of France and Spain, which were succeeded by the flag of the Union. This square has been the scene of many important events, for on this spot the different transfers of the Province of Louisiana have taken place. On August 16th, 1769, Captain-General O'Reilly, the Spanish Commissioner, in the presence of the royal troops of Spain, received the transfer of the Province of Louisiana from France through the French Governor, Aubry. The banner of France was lowered and that of Spain saluted by amid salvos of artillery. On November 30th, 1803, the Spanish Commissioners transferred the Province, with less ceremony, to Monsieur de Laussat, the representative of France. The flag of Spain was lowered and that of France raised in its stead. On December 20th, 1803, M. de Laussat transferred the country to the United States, and the new flag was saluted with cheers and salvos of artillery. After the battle of New Orleans it was determined to celebrate the victory by a "Te Deum" at the Cathedral. Great preparations were made, and General Jackson, the victorious general, was met at the gate of the Square, near the Levee, by committees of citizens, and escorted to the Cathedral through an avenue of children (each representing a State of the Union), who scattered flowers in his path. At the door of the Cathedral the clergy, in their sacerdotal robes, presented to the General an address, the ceremonies terminating by a grand "Te Deum" and a service of thanksgiving.

The square was formerly surrounded on the upper and lower sides by a row of old Spanish buildings, which belonged to the Baroness de Pontalba, the grand-daughter of the founder of the Cathedral. The Baroness destroyed these buildings, and on the spot erected the present rows of dwellings with shops beneath. At the same time, at her own expense, she improved the square by laying it out in the French style of gardening. The Cathedral (see Churches) has un-



HORTICULTURAL HALL—AUDUBON PARK.

dergone many changes, but the Cabildo Buildings (upper one) has remained unchanged except the roof. These buildings are now occupied by the Courts, and are of a heavy style of architecture. The upper building, formerly the "Cabildo," or City Hall of the Spaniards, is used by the Supreme Court of the State, and as a police station. In its principal hall the deeds and *proces verbal* of the successive changes of government from Spain to France and from France to the United States were signed, and the proclamations were made from its balcony. When Lafayette made a tour of the United States, he general was lodged and entertained by the city in this building. Opposite this, on the corner of Chartres and St. Peter streets, is a low and massive building, which, during the colonial days, was the principal hotel of the city, and may be called the oldest hotel building in the Mississippi Valley. Jackson Square, on Sunday afternoons, between four and sunset, is a great resort for the children, and the stranger then has a good opportunity to see the different types of the population. The stranger will notice many trees and shrubs, such as the orange, banana, fig, lemon, and palm trees not seen in the North, but which flourish here in the open air and bear fruit.

BEAUREGARD (CONGO) SQUARE.

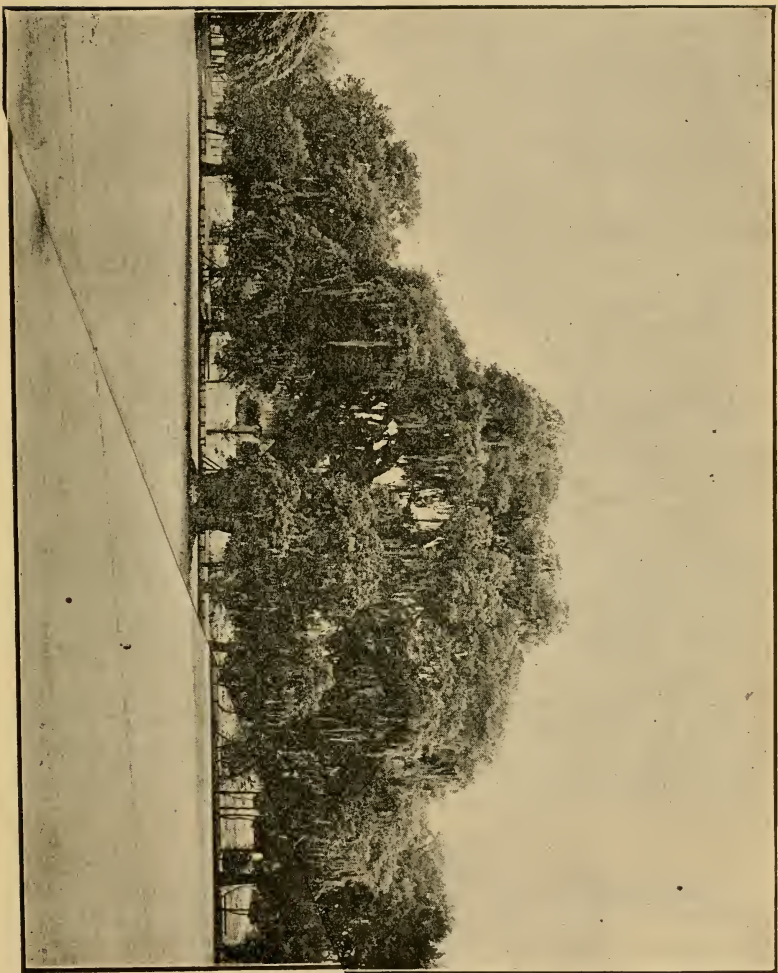
On Rampart street, five squares back of the cathedral.

Beauregard Square, named in honor of the Confederate General, and formerly called Congo Square, also sometimes called "Place d'Armes," was formerly the site of Fort St. Ferdinand. This square has a fountain in the centre, and is used as a parade ground. During slave times, a cannon which stood in the centre of the square, was fired by the police at 9 p. m., after which any slave found on the streets without a pass from his master, was arrested. The square derived its name of "Congo" from the fact that, in former times, the negroes, who were mostly from Congo, used to congregate in this square on Sunday and dance some of their native dances to the music of a rude drum and some bones.

LAFAYETTE SQUARE.

Opposite City Hall, between St. Charles and Camp streets.

This square, or park, opposite the City Hall, on St. Charles street, was called "Lafayette Square" in honor of General



WASHINGTON OAK—AUDUBON PARK.

Lafayette, of Revolutionary fame. The square is laid out with walks and avenues of handsome shade trees and beds of flowers. In the centre is a statue of Henry Clay by Hart, Powers' statue of Franklin, and Picarelli's monument of McDonogh (see Monuments). Near one of the corners of the square is a stone, placed there by the U. S. Coast and Geodetic Survey officers. This stone is located exactly latitude $29^{\circ} 56' 58''$, and longitude $90^{\circ} 04' 09''$ west. It is, therefore, three minutes (equal to 5,542 metres, or about $3\frac{1}{2}$ miles) north of the Great Pyramid of Egypt, the two points being separated by $120^{\circ} 4'$ of longitude: about 11,714 kilometres, or 7,279 statute miles. On one side of the square is the City Hall (see City Hall), and on the other the First Presbyterian Church (see Churches).

LEE PLACE.

Intersection of St. Charles and Howard avenue, nine squares from Canal street.

At the intersection of St. Charles and Howard avenues, four squares above the City Hall, is Lee Place, formerly known as "Tivoli Circle." A handsome monument, consisting of a white marble column, surmounted by a statue of General Robert E. Lee in bronze, has been erected in the center of this park (see Monuments). At the end of Howard avenue is the "New Basin," which is connected with Lake Pontchartrain by a canal six miles long. This canal, navigable for schooners and small steamboats, belongs to the State, and is used to bring lumber and building materials from different points on the lake coast. St. Charles avenue, which above Lee Place widens into a broad avenue, is one of the principal drives of the city, and extends five miles to Carrington, a small suburb of New Orleans, and to the "Audubon Park."

MARGARET PLACE

At the intersection of Camp and Prytanis streets. Take Prytanis or Magazine cars.

Margaret place is a pretty little park, laid out with walks, shrubbery and flower beds. In the centre is a white marble statue of good Margaret Haughe, the friend of the orphan (see Monuments).

COLISEUM PARK.

Between Camp and Coliseum streets, and extending from Melpomene to Race streets. Magazine or Coliseum cars pass up on each side of this Park.

Coliseum Park is an irregular shaped area between Camp and Magazine streets, and is surrounded by handsome residences. The park is laid out with avenues of shade trees, and its velvety lawns are a favorite resort for children of the neighborhood.

ANNUNCIATION SQUARE.

On Race street. The Annunciation cars encircle the Square.

The square was donated to the city, and it was the intention of the donor that a church should be erected in the centre in honor of the Annunciation to the Virgin Mary that she should give birth to the Saviour. It is laid out with lawns and avenues and is often used for military parades. On the river side are St. Michael's Church (Roman Catholic) and the large cotton presses, where cotton is stored and compressed for shipment.

WASHINGTON SQUARE.

On Elysian Fields street. Take Dauphine cars.

The favorite park of the lower part of the city is Washington Square, a pleasant and well kept park with a fountain in the centre, flowers and walks shaded by luxuriant rows of live oaks.

CLAY SQUARE.

Between Second and Third streets. The Annunciation cars pass on each side of the Square.

Clay Square is a plain but well kept park, with avenues of large oaks and other trees.

MORRIS PARK.

Washington Avenue Shellroad, between Howard and Freret streets.

Morris Park has been opened during the past few years, and is an attractive place and the largest in the city.

AUDUBON PARK.

Between the river and St. Charles avenue. Take St. Charles or the Coliseum, Magazine, Prytania or Tchoupitoulas lines of cars.

The upper City Park, formerly the Exposition grounds, contains 249 acres and was much embellished by the Exposi-

tion managers, and was subsequently named "Audubon Park," in honor of the Louisiana naturalist, John James Audubon. This park was originally the sugar plantation of Etienne Boré, who introduced sugar cane cultivation in Louisiana, and made the first crop of sugar on this site. The land, after several changes of ownership, finally belonged to the Marquis de Circé Foucher, by whose heirs it was sold to the City of New Orleans for a park. The groves of venerable moss-grown live oaks of gigantic size and the huge conservatory, one of the largest in the world (about 300 feet long), filled with palms of several species, coffee and spice trees, towering cocoanut trees and other delicate tropical plants, should be visited. In the Park is the Experimental Sugar Station.

CITY PARK.

On City Park avenue, near Canal street. Take Canal cars to the Metairie Ridge, or take Esplanade cars on Canal street to the Bayou Bridge, thence to Park.

The Old City Park contains 160 acres of land and has been much improved. A grove of gigantic live oak trees, such as are rarely seen, occupies a portion of the park, and their branches are loaded with the long, gray Spanish moss, which grows so luxuriantly in the South. The grove, usually called "The Oaks," was for many years the favorite dueling ground of the city, and the old trees have witnessed many desperate combats. The grounds were formerly a part of the Allard plantation, and the tomb of one of the Allards is under a gigantic oak. The park was also the home of Chevalier, the husband of the Princess Charlotte of Brunswick, whose romantic life is described so graphically in Gayarre's History of Louisiana.

POLICE.

The police of the city is well organized under the orders of the Mayor and a Chief of Police. At the Central Station, corner Tulane avenue and Basin streets, are the headquarters of the Chief and his corps of detectives. To these parties all complaints must be made and they will receive prompt attention. There are four Recorders' Courts, before which are tried all cases of violation of city ordinances. When the cases

are of this kind the offenders are punished by fine, or imprisonment in the House of Detention, but all cases involving a crime are sent to the City and District Criminal Courts.

CHIEF OF POLICE—Office, Criminal Court Building, Tulane avenue and Basin streets.

DETECTIVE HEADQUARTERS—Office, Criminal Court Building, Tulane avenue, between Basin and Franklin streets.

PROPERTY CLERK—Office, Criminal Court Building, Tulane avenue, between Basin and Franklin streets.

CITY CORONER—Office, Criminal Court Building, Tulane avenue, between Basin and Franklin streets.

CITY SURGEON—Office, Criminal Court Building, Tulane avenue, between Basin and Franklin streets.

RECORDERS' COURT.

FIRST—Criminal Court Building, Tulane avenue.

SECOND—No. 735 Elysian Fields street.

THIRD—Magazine street, near Napoleon avenue.

FOURTH—No. 4313 Magazine street.

FIFTH—No. 8007 Hampson street.

SIXTH—No. 219 Morgan street (Algiers).

POLICE PRECINCTS.

FIRST PRECINCT—Bounded by Canal, Howard avenue, land boundaries of Eleventh Precinct and S. Broad street. Station house, Criminal Court Building, Tulane avenue.

SECOND PRECINCT—Bounded by Howard avenue, Felicity road, land boundaries of Eleventh Precinct and S. Broad street. Station house, No. 1403 Chippewa street.

THIRD PRECINCT—Bounded by Canal, Esplanade, N. Rampart and land boundaries of Eleventh Precinct. Station house, 713 Chartres street, near the Cathedral.

FOURTH PRECINCT—Bounded by Canal, N. Rampart, Esplanade and N. Broad streets. Station house, No. 1304 St. Peter street.

FIFTH PRECINCT—Bounded by Esplanade avenue, river, lower limits, and rear of the city including Milneburg. Station house, No. 735 Elysian Fields street.

SIXTH PRECINCT—Bounded by Felicity street and Louisiana

avenue, land boundaries of Eleventh Precinct and S. Broad street. Station house, No. 2235 Rousseau street.

SEVENTH PRECINCT—Louisiana avenue, Park avenue, river and S. Broad street. Station house, No. 4313 Magazine street.

EIGHTH PRECINCT—Fifth District, with Gretna as sub-precinct. Station house, No. 225 Morgan street.

NINTH PRECINCT—Bounded by Park avenue, upper city limits, river and woods. Station house, 8007 Hampson street.

TENTH PRECINCT—Bounded by N. and S. Broad, Gentilly, Lake and 17th Street Canal. Station house, New Basin and Metairie Road.

ELEVENTH PRECINCT—Bounded by river front, from Harmony to Louisa streets. Station house, foot of Canal street.

TWELFTH PRECINCT—Bounded by S. Franklin, New Basin, Toledano, out Toledano to S. Rocheblave, Washington avenue to S. Carrollton avenue, to upper side of New Basin and S. Franklin. Station house, S. Robertson and St. Andrew streets.

PRIVATE POLICE.

There are two or three private police forces in the city, with detective agencies attached. These private police watch houses, inspect the grounds of the residents during the night, guard freight on landings, and are useful in a variety of ways to the general public who employs them.

POST-OFFICE.

Corner of Canal and Decatur streets.

The Post-Office is located on the ground floor of the Custom House, corner Canal and Decatur streets. At various corners throughout the city are letter-boxes, and letters are delivered by letter-carriers several times a day. The Post-Office is never closed. Sundays, general delivery, carriers' and box department and stamp department, open 10 a. m. to 12 m. Money order and registry department: Registry, 9 a. m. to 6 p. m.; money order, 9 a. m. to 5 p. m., Sundays excepted.

POSTAGE AND MONEY ORDER RATES.

Letters.—Domestic, Canada and Mexico, 2 cents per ounce; Foreign, 5 cents per half ounce.

Transient Newspapers, Magazines, or Periodicals issued monthly.—Domestic, 1 cent for 4 ounces; Foreign, 1 cent for 2 ounces. Domestic must be registered as second-class matter.

Books and other Printed Matter.—Domestic, 1 cent for 2 ounces; Foreign, 1 cent for 2 ounces.

Merchandise and Samples.—Domestic, 1 cent for 1 ounce.

Registration.—Domestic, 10 cents; Foreign, 10 cents.

Samples of Merchandise for Canada same as United States, and must have no saleable value. Other Canadian Postal Rates are generally the same as the Domestic rates of the United States.

DOMESTIC RATES.

WHEN PAYABLE IN CANADA, CUBA AND THE PHILIPPINES:

The Domestic form must be used for these Orders.

For Order not exceeding \$2.50.....	3 cents
From \$2.50 to \$5.....	5 cents
Over \$5 to \$10.....	8 cents
“ \$10 to \$20.....	10 cents
“ \$20 to \$30.....	30 cents
“ \$30 to \$40.....	15 cents
“ \$40 to \$50.....	18 cents
“ \$50 to \$60.....	20 cents
“ \$60 to \$75.....	25 cents
“ \$75 to \$100.....	30 cents

INTERMEDIARY RATES.

WHEN PAYABLE IN CANADA, CUBA AND THE PHILIPPINES:

Use the International form for these Orders.

For Order not exceeding \$10.....	5 cents
From \$10 to \$20.....	10 cents
Over \$20 to \$30.....	15 cents
“ \$30 to \$40.....	20 cents
“ \$40 to \$50.....	25 cents
“ \$50 to \$60.....	30 cents
“ \$60 to \$70.....	35 cents
“ \$70 to \$80.....	40 cents
“ \$80 to \$90.....	45 cents
“ \$90 to \$100.....	50 cents

INTERNATIONAL RATES.

WHEN PAYABLE IN CANADA, CUBA AND THE PHILIPPINES:

Use the International form for these Orders.

For Order not exceeding \$10.....	10 cents
From \$10 to \$20.....	20 cents
Over \$20 to \$30.....	30 cents
“ \$30 to \$40.....	40 cents
“ \$40 to \$50.....	50 cents
“ \$50 to \$60.....	60 cents
“ \$60 to \$70.....	70 cents
“ \$70 to \$80.....	80 cents
“ \$80 to \$90.....	90 cents
“ \$90 to \$100.....	1 dollar

Observe that for Orders payable in *Canada, Cuba* and the *Philippines* only the Domestic rate is to be charged, and the Domestic forms are to be used.

Take notice that the maximum amount for which a Money Order may be drawn payable in the United Kingdom, Bermuda, Jamaica, Cape Colony or British Guiana, is \$50.00.

There is no limitation to the number of International Orders that may be issued, in one day, to a Remitter, in favor of the same Payee.

PORT OF NEW ORLEANS.

The Port of New Orleans, with its fifteen miles of river front, is one of the finest in the world. The depth of the river is from 150 to 200 feet (off the United States Mint) and in many places the depth of the river at the bank is 30 to 50 feet. The water being fresh, vessels can remain for years without having their bottoms covered with barnacles. Along the front are wooden wharves, which are operated by a Dock Commission with the object of making the port charges as light as possible. There is no tide in the harbor, it being a distance of one hundred miles from the Gulf of Mexico, but the river rises very much at different times, especially in the Spring, with the melting of the snows and ice in the upper valleys. The river then becomes very muddy, with a swift current of four miles an hour. The sediment brought down forms an alluvion or *batture*, as it is called, at different places along the river, where the slack of the current carries it. The landings are called "*the levee*" from the fact that originally there were levees along the harbor front, but as the landings have been filled up to the level of the top of the levee, with a gradual slant towards the city, the space thus has continued to be called "*the levee*." It varies from one to three squares in width, and in Winter, covered with hogsheads of sugar, bales of cotton, with little flags to denote each lot, and various kinds of produce, furnishes an interesting sight of busy life. At night the levee is lighted by electricity, and the chain of lights, winding around the curves of the river, look like a big necklace of diamonds. One section of the river front, between Julia and St. Louis streets, with Canal street as the centre, is set apart as the steamboat landing. There are to be seen the large Mississippi river boats and the small stern wheel boats, some of which draw only three or four feet of water and are thus able to penetrate far into the interior. Above Julia street is the flat-boat and barge landing, then further up the tropical fruit wharves, and then several miles of foreign shipping. Below the Canal street steamboat landing is the Sugar Levee, and then that of the New York steamships; then comes the Lugger Landing, railroad ferry and ships from the tropics. New Orleans is the second largest port after that of New York, its annual imports amounting to \$21,000,000, and its exports to \$151,000,000. The

various landings are indicated by posts (see Levee Register).

In the Dock Commission report of 1902 it is stated that 1661 sea-going vessels of a 4,000,635 gross tonnage entered the port.

PRODUCE EXCHANGE.

On Magazine street, near Natchez alley. For admission, apply to janitor.

Until the year 1883 New Orleans had no regular Produce Exchange building, and then the present edifice was erected by the combination of dealers in Western produce. The old St. James Hotel was purchased, and the present spacious Exchange building erected in the rear. This hall is lofty and well lighted, and here at all hours of the day the produce merchants congregate for business.

PUBLIC HALLS.

MASONIC TEMPLE.

On St. Charles street, corner of Perdido street, four squares from Canal street.

The Masonic Temple, a large building of brick and stone, was erected in 1891 from designs by James Freret. The lower floors are used for stores and offices and the upper floors for lodge rooms.

ODD FELLOWS' HALL.

Camp street, opposite Lafayette Square. Take Camp or Magazine cars on Canal street.

The Odd Fellows' Hall is small, but conveniently arranged for balls and concerts. The walls are frescoed with symbols of their order, and have a pleasing effect. In 1875, when rival factions were contending for supremacy in Louisiana, and the State was blessed with two Governors, two sets of State officials, and two Legislatures, one of the Governors (Democratic) made this hall its capitol. Above the hall are the various lodge rooms of the Odd Fellows' Society.

WASHINGTON ARTILLERY HALL.

On St. Charles street, between Girod and Julia streets. Take cars on St. Charles street to door, seven squares from Canal street.

The Washington Artillery Hall, formerly the Exposition Hall, occupies the upper part of the Washington Artillery

Armory. The hall proper, 81x170 feet, extends half way through the block and forms an immense ball room, in the rear of which is another hall equally as large, the whole giving, perhaps, the largest ball room space in the Union. This ball room has a white and gold colonnade on each side, is frescoed and is used for balls, concerts, and public meetings. On Mardi Gras night the King's ball takes place here and the rear room is transformed into a throne-room for his Majesty Rex.

RACES.

The races take place at the Fair Grounds, near Esplanade street. Take Esplanade cars on Canal street, or the Bayou St. John or Broad street cars. By carriage the route is via Broad or Esplanade streets, thence by Gentilly Road to main gate, by which vehicles enter the grounds.

The races commence in November and last one hundred days, at the Fair Grounds, under the auspices of the Crescent City Jockey Club and are always well attended by fashion and sporting amateurs. The various stables of the North and West meet here annually and great pains are taken to hold fair and honest races. The course is oval and perfectly flat, and sometimes the track, on account of the soil, is very heavy. The grand stand is a large wooden building, commanding a good view of the course from starting point to finishing post, and is capable of accommodating a large crowd. The stables are directly in front of the grand stand and slightly concealed by several large live oaks.

RAILROAD DEPOTS.

ILLINOIS CENTRAL UNION DEPOT.

Illinois Central Railroad, commonly called the "Illinois Central Depot," corner of Howard avenue and Rampart street. Take, on Canal street, the Clio car.

LOUISVILLE & NASHVILLE ROUTE.

Commonly known as the "Mobile Depot," on the Levee at the head of Canal street. Take, on Canal street, the Coliseum cars, or the Claiborne or Tulane cars.

SOUTHERN PACIFIC ROUTE.

(Morgan's Louisiana & Texas Railroad). On the Levee at the head of Esplanade street and Elysian Fields street. On Canal street take, at the corner of Carondelet or Bourbon streets, the Carondelet street cars, or on Canal street, in front of the Custom House, the Levee and Barracks cars.

QUEEN & CRESCENT ROUTE.

Popularly called the "Northeastern Depot," on the Levee, near St. Ferdinand street. At Canal and Carondelet streets take Carondelet cars or on Canal street, in front of the Customhouse, take the Levee and Barracks cars to rear end of depot on Chartres street, near St. Ferdinand street.

MISSISSIPPI VALLEY RAILROAD.

(Yazoo Valley and Mississippi Valley Railroad.) Corner Howard avenue and Rampart street (Union Depot). Take the Clio cars on Canal street, or at the corner of Canal and Baronne streets the St. Charles or Jackson avenue cars to the corner of Howard avenue; then walk out Howard avenue two squares toward the rear of the city.

TEXAS PACIFIC ROUTE.

Also called the "New Orleans Pacific or Gouldsboro Depot," on the Levee, at the head of Terpsichore street. Take, at the corner of Canal and Camp streets, the Tchoupitoulas cars to Terpsichore street, then walk three blocks to the river.

PONTCHARTRAIN RAILROAD.

Known as the "Old Lake, or Lake Pontchartrain Depot," on Elysian Fields street, near the Levee. Take, at the corner of Canal and Carondelet, or Bourbon streets, the Carondelet or Clio street cars to end of route.

SHELL BEACH RAILROAD.

Depot corner of Elysian Fields and St. Claude streets. On Canal street take the Claiborne cars.

WEST END RAILROAD.

"West End (or New Lake) Depot," corner Canal and Baronne streets.

SPANISH FORT RAILROAD.

"Spanish Fort Depot," corner Basin and Canal streets.

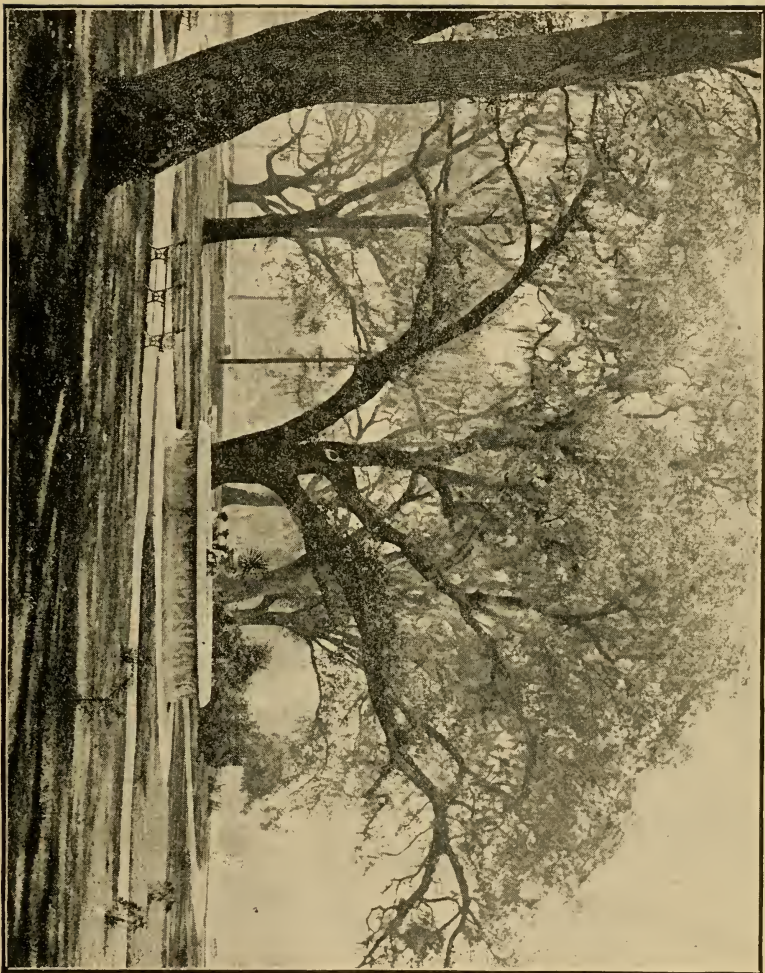
SCHOOLS.

Education in Louisiana, on account of its large negro and mixed population, is not as advanced as in other States, but while this may apply to the masses, the better classes are well educated and speak fluently several languages. The public schools in the State, under the general supervision of a State Board of Education, appointed by the Governor and presided over by a Superintendent of Public Education, who is elected for four years at the general election, cost the State \$450,000. The management of the schools is confided to parish (county) boards with a superintendent. A school tax is levied by the State and apportioned by the State Board to each parish according to the number of educable children in each parish. Parish school and poll taxes are also levied, the Parish of (City of New Orleans) Orleans appropriating nearly \$510,000 annually for its schools, which have an attendance of about 32,000 children. With the John McDonogh legacy nearly thirty handsome model school houses have been built for white children. The schools are not "mixed," but the colored people have separate schools with facilities and teachers equal to the white schools and are well attended by colored children. The McDonogh School (white), corner Baronne and Second streets, and the Lasalle School on Webster street, are model school buildings.

SLAUGHTER HOUSES.

On the river front, below the city. Take Dauphine cars on Canal street to Slaughter Houses.

The Slaughter Houses or "Abbatoirs," as they are called, were located at the lower end of the city and just outside of the city limits to avoid heavy taxation. They consist of a series of open sheds where all the city butchering is done every afternoon at 3 o'clock. Adjacent to the Slaughter Houses are the pens where cattle are sold. Most of the cattle received and butchered here for the city consumption come from Texas. They are fattened on the products of cotton seed oil mills and finished by being fed grain for a short time. The butchering business is monopolized by Gascons, who speak among themselves a jargon French, Spanish and English combined. A walk through the abattoirs, although dirty, is



CITY PARK.

quite interesting to strangers; an inspection of the sheds will show what an immense herd of cattle is necessary to feed a large city.

SOCIETIES.

There are in the city a great many benevolent societies, which, in times of great epidemics, nobly come to the relief of their fellowmen. The different nationalities are also organized into societies, which have always a large membership and full treasury. Among the most noted organizations are the following—for the others consult the City Directory:

MASONS—Masonic Hall, corner St. Charles and Perdido streets.

ODD FELLOWS—Odd Fellows' Hall, Camp street, opposite Lafayette Square.

KNIGHTS OF PYTHIAS—Perdido street, near Baronne street.

Knights of Honor, Pelican Benevolent Society, New Lusitanos Society, Spanish Benevolent Society, Druids, Hibernia Society, Italian Society, Slavonic Society, Portuguese Society.

SUGAR TRADE.

Louisiana, prior to the late civil war, produced annually a crop of about four hundred thousand hogsheads of sugar (each hogshead weighing 1,000 pounds), but the crop has diminished. The reduction of the tariff on foreign sugar, the constant agitation of further reductions, the abolition of slavery, together with dangerous levees along the river, the increased cost of production and low prices, have nearly annihilated this important crop, and to such an extent that Louisiana may, in after years, cease to be the "Sugar Bowl" of the Union.

SUGAR PLANTING.

Sugar, in Louisiana, is produced from the ribbon cane, a hardy species of violet and yellow cane, that is able to stand the early frosts. The plantations are mostly situated along the river or bayou fronts to obtain good drainage, so essential to the profitable cultivation of cane. The culture is



CITY PARK.

a forced one, and was introduced during Spanish times by the Jesuit priests to supplant indigo, which, until then, had been the principal crop of the colony, and which now, strange to say, has disappeared and is unknown. A few years later, Mr. Etienne de Boré put the sugar cane cultivation into practice on the site of the present "Audubon Park," and ground the first crop, making a raw article of sugar. Cane is planted in rows from joints of the cane itself in the Fall and Spring, and in March it sends forth little shoots which resemble corn. This plant obtains, with careful weeding and cultivation, a height of about seven feet, and is ripe for cutting in October.

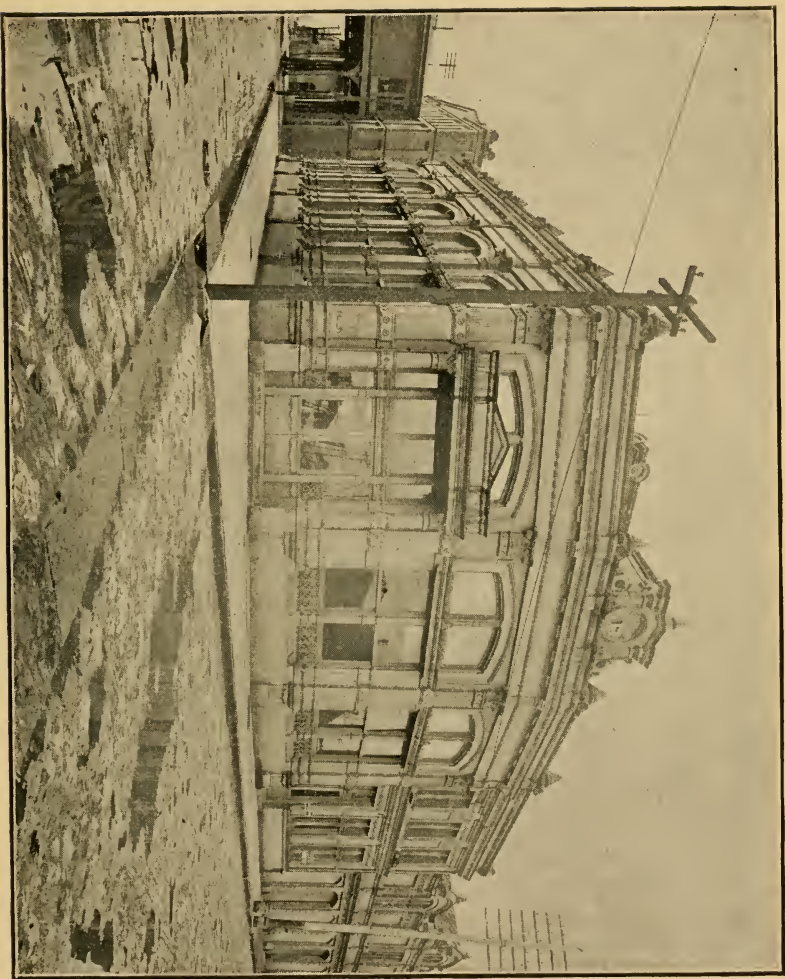
SUGAR GRINDING.

The cane is cut and hauled in mule carts to the sugar mills, where it is thrown on a cane carrier and conveyed to a set of huge rollers, turned by steam, through which the cane passes, and the juice is extracted by pressure. The juice, a milkish white liquid, with a peculiar fresh sweet odor, is purified with lime and by the fumes of sulphur, and is then boiled in a series of mammoth open iron kettles and iron covered kettles, until it reaches the granulating point. It is then conveyed to large vats, called coolers, and left there to cool and granulate into sugar. After a few days this mass of cooked juice, which has become sugar is carried to the purgery and packed in hogsheads of a thousand pounds each. After draining off in the purgery all the molasses mixed in with the sugar the article is ready for the market as brown sugar. White sugars are produced by several different processes in refineries, and all the large plantations have machinery for producing such grades of sugar.

SUGAR SHEDS.

On the Levee, between Customhouse and Toulouse streets.

To protect the crop of sugar from the weather and to handle it properly large warehouse sheds were erected on the Levee, a few years ago by a company. These sheds are open on all sides and the floors are constructed to drain to a centre, so as to gather all the molasses draining from the hogsheads.



SUGAR EXCHANGE.

SUGAR EXCHANGE.

Levee, corner of Bienville street.

The Sugar Exchange was organized in 1883, and built an elegant Exchange fitted with all modern conveniences. The Exchange is useful in gathering information about the sugar crop and giving timely weather indications of early frosts and ice to planters, besides resisting any adverse legislation by Congress.

TIME SIGNALS.

On the city bells time signals are sounded daily by electricity from the City Hall.

Two blows for 6 o'clock a. m.

Two blows for 12 o'clock m.

Four blows for 1 o'clock p. m.

Nine blows for 9 o'clock p. m.

On Sundays the same, except one blow at 12 m., and none at 1 o'clock p. m.

UNIVERSITY.

TULANE UNIVERSITY OF LOUISIANA.

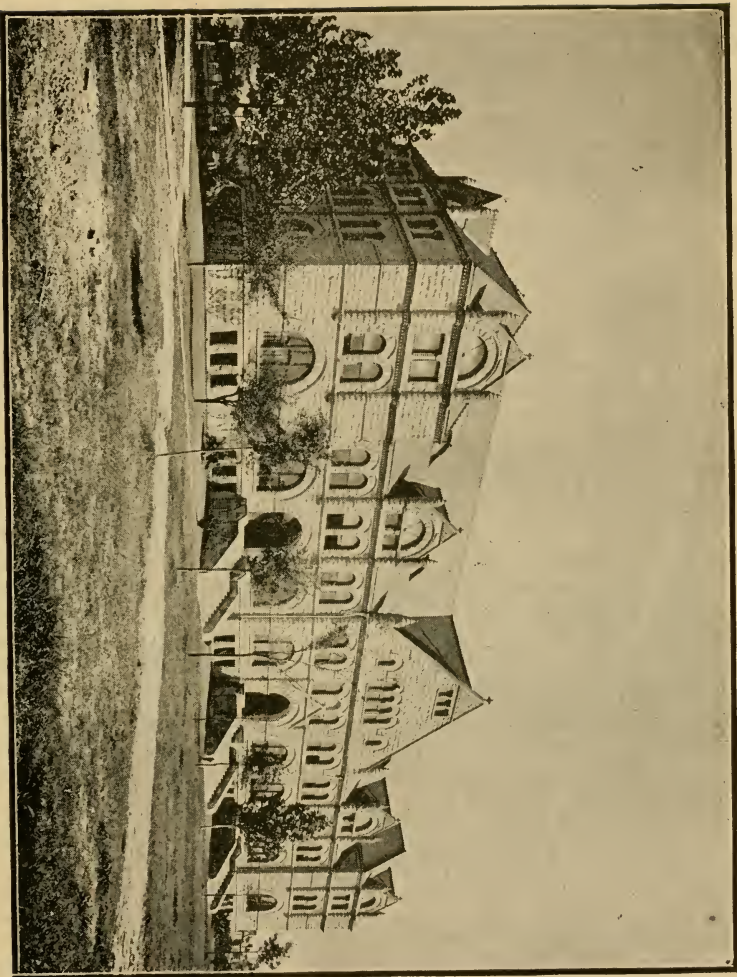
On St. Charles avenue, opposite Audubon Park. Open daily. Art, Historical, Natural History Museums. Open daily; free.

The Tulane University of Louisiana occupies the several imposing buildings on St. Charles avenue, and has over one thousand students in all its departments.

The University, under the presidency of E. A. Alderman, LL. D., is divided into several faculties: The University Faculty and the Special Faculties, as follows: The Faculty of Arts and Sciences, the Faculty of Technology, the Faculty of the Newcomb College, the Law Faculty, and the Medical Faculty, H. Sophie Newcomb Memorial College for Young Women, the Law Department and the Medical Department, are separate colleges.

FOUNDATION OF THE UNIVERSITY.

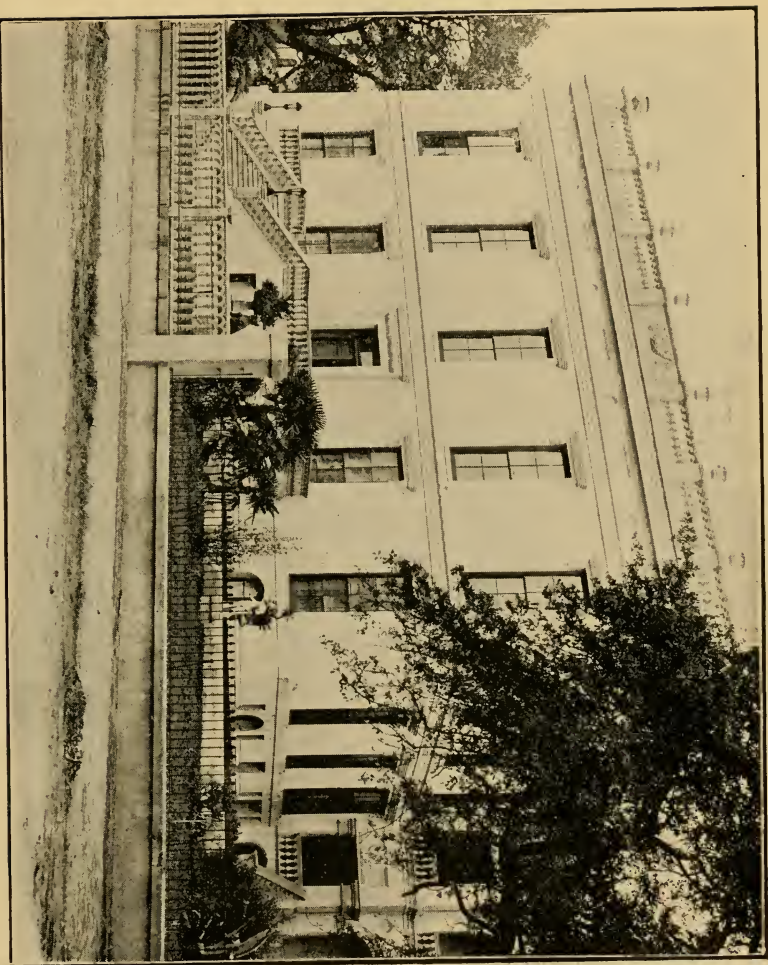
The University of Louisiana, created by Act 49 of February 16, 1847, grew out of the Medical College of Louisiana, found-



TULANE UNIVERSITY — GIBSON HALL.

ed in 1839, by Dr. Thomas Hunt, a distinguished practitioner of New Orleans, who afterwards became its third president, and was organized under the presidency of Francis Liston Hawkes, D.D., L.L.D. It was maintained by small State appropriations until 1882, when Paul Tulane, a native of New Jersey and a former resident of New Orleans, where he was always esteemed as a merchant of great integrity during a long and honorable career of half a century, made a donation of over a million dollars to the cause of education. In making this donation, Mr. Tulane availed himself of the wise counsels of the Honorable Randall Lee Gibson, at the time United States Senator from Louisiana, and with his advice laid the foundations for a great University by selecting a capable Board of Administrators to carry out the plan of a great practical, modern, scientific and literary institution. By Act 43 of 1884, of the Legislature of Louisiana, which was ratified by a constitutional amendment April 17, 1888, the University of Louisiana was reorganized as the Tulane University of Louisiana and founded upon this endowment of Mr. Tulane. By virtue of this legislation the Administrators of the Tulane Educational Fund became administrators in perpetuity of the University of Louisiana, agreeing to devote their income to its development, and to establish thereon the Tulane University of Louisiana. The University is managed by a Board of Administrators, originally selected by Mr. Tulane and all vacancies in the number are filled by the Board itself. Mrs. Josephine Louise Lemonnier, widow of Warren Newcomb, of New York, donated \$2,500,000 to the University and the H. Sophie Newcomb Memorial College for Young Women was founded in 1886 as a memorial to her daughter. In 1891, Mrs. Ida A. Richardson, widow of Dr. T. G. Richardson, Dean of the Medical Department, donated \$100,000 to found a Medical College. Mrs. Surget and others have made donations to the Art and Natural History collections and to the library. In 1901 Mrs. F. W. Tilton donated \$50,000 to found the Tilton Library, a handsome building of cream-colored stone, on the campus.

The students of this department are those desiring to take a post-graduate course and to avail themselves of the lectures, of the laboratory, and of other facilities of the University. In Louisiana, the Sugar Bowl of the Union, the laboratory studies of this department are of use to sugar chemists, and



TULANE UNIVERSITY—NEWCOMB COLLEGE: DEPARTMENT FOR WOMEN.

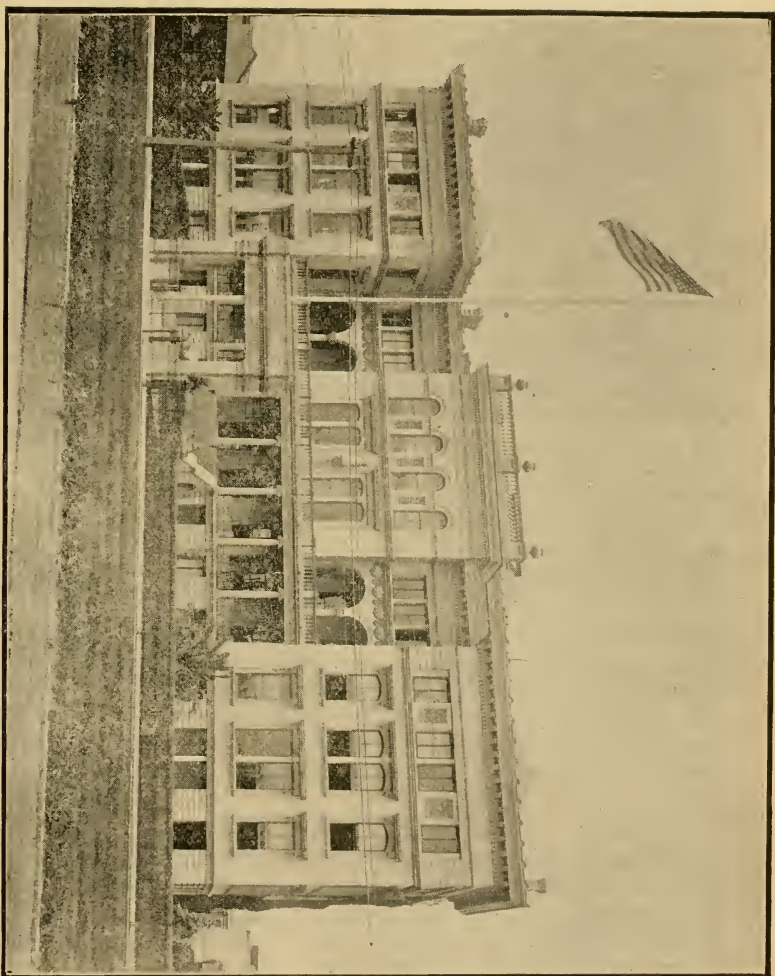
the cane agriculture of the State will thus, in the future, derive great benefit from this school.

TULANE COLLEGE.

Tulane College studies embrace four years of solid collegiate instruction, and are divided into four: the Classical, Literary, Scientific and Engineering courses. Each has four classes, which retain the time-honored name of Freshman, Sophomore, Junior and Senior. Degrees of Bachelor of Art are conferred on students completing the classical or literary course, and on those completing the scientific or engineering course that of Bachelor of Science. Degrees of Masters of Art are also conferred on the completion of certain studies, and higher honorary degrees are also conferred. Annual competitions are held for the Glendy Burke medals for Elocution, Mathematics and English Essays; the Judah Touro medals for excellence in Latin, Greek and Ancient History, and the Louis Bush medal for a French essay. State Senators and Representatives and the Mayor of New Orleans have the nomination to one hundred and fifty free scholarships in the College Departments.

H. SOPHIE NEWCOMB MEMORIAL COLLEGE.

This College, founded in 1886 for the higher education of women, is situated on Washington avenue, corner of Chestnut street. Its laboratories are useful to the students of chemistry, as they contain all modern appliances; its art studios possess a good selection of classical casts and the most improved facilities to study all branches are given to students. There are three courses of study, the Classical, Scientific, or Modern Languages, each of which leads to the degree of Bachelor of Arts, and are divided into four classes, the Freshman, Sophomore, Junior and Senior. A Preparatory Class is also taught. The tuition fees vary according to the studies. The Cora A. Slocumb and B. C. Wetmore free scholarships are awarded every year by competitive examination. The buildings are arranged in the midst of a beautiful park of oaks, and in these grounds is a pretty stone chapel with an artistic Tiffany window of the "Resurrection." The pottery works produce very artistic pottery and are worth an inspection. The Art building has a collection of paintings and in



MEDICAL DEPARTMENT—TULANE UNIVERSITY.

the library there are many old and rare books, which have been donated to the College.

MEDICAL DEPARTMENT—(ON CANAL STREET).

The old "Medical College of Louisiana," founded in 1834, under Dean Thomas Hunt, M. D., is the oldest in the Southwest, besides it has the greatest number of alumni and of students. By Act 49 of 1847, it was annexed to the University of Louisiana and was called the "Medical Department of the University of Louisiana." In 1884 it became the "Medical Department of the Tulane University of Louisiana." In 1891 Mrs. Ida A. Slocomb Richardson made a donation of \$100,000 in memory of her deceased husband, the distinguished Dr. T. G. Richardson, for many years a professor in the University, and in 1893 the Richardson Memorial College was erected at the corner of Canal and Villéré streets, after designs by Sully. All its various lecture halls, dissecting rooms, laboratories, are on the very latest and most improved plans, thus providing one of the most perfect institutions in the country for medical education. To May, 1900, the College had registered 13,159 students, and of these 3,401 have received diplomas to go forth and heal the sick. In 1892 there were 413 matriculates. The great Charity Hospital, with its seven hundred beds and its yearly five thousand patients, affords the Tulane students a good field of study, besides which the course is two years of thoroughly practical study. The Anatomical Museum is one of the finest in the country. Drs. Warren Stone, Joseph Jones, Tobias G. Richardson, Stanford E. Chaillé, Samuel Logan, have, at various times, filled with great distinction, the chairs of professors of medicine and surgery.

LAW SCHOOL DEPARTMENT.

The Law School was organized in 1847, and has numbered among its professors the most distinguished lawyers of the State. While the civil law is taught in some other institutions from an amateur standpoint, here, as the basis of the whole legal superstructure and machinery of the State, as the foundation of its Civil Code and jurisdiction, it is treated as a living organization, not as a fossil. Those who wish to breathe the spirit of the civil law are apt to seek it here, and also to listen to the principles of common law expounded by dis-

tinguished jurists. The course is for two years, at the end of which the graduate receives the degree of Bachelor of Laws.

TILTON MEMORIAL LIBRARY.

A beautiful stone building on the front campus of the University, the gift of Mrs. F. W. Tilton, in memory of her husband, a former merchant and capitalist of New Orleans, has a fine collection of books. The building, which is of cream-colored stone, was designed by Andry & Bendernagel, architects of New Orleans, and is a little gem of Romanesque construction.

MUSEUM.

On the upper floors of the main building are the Museums of Natural History and the Surget collections, which are very instructive and should be visited. The Natural History has a collection of stuffed animals, which was formerly a part of the Ward collection.

URSULINE CONVENT.

North Peters street, near Poland street. Take Dauphine cars on Canal street, or Levee and Barracks cars in front of the Customhouse, to rear gate of Convent. Admission at inside gate of St. Ursula's Hall.

The Ursuline Convent occupies a large tract of land, on which are erected several buildings connected with each other and with a chapel at the lower end. The main building faces the river, and being very long and painted white, is a prominent landmark. The Convent, surrounded by gardens and groves of large oak and pecan trees, is a pleasant and favorite educational establishment with the Creoles. The Ursuline nuns of to-day, being a cloistered order (named in honor of St. Ursula), never leave their convent, but devote themselves entirely to the education of young ladies committed to their charge. This Convent is considered an excellent French school and is patronized by the old Creole families of Louisiana. A grating separates the inmates from the outside world, and some of the nuns who reside here have never, since their entrance into the order, been outside of the Convent walls. The Ursulines were the pioneers of the religious orders in Louisiana, and the history of their advent is interesting, as it dates almost from the first settlement of the colony.

Bienville, the founder of the City of New Orleans, in 1718, soon decided he must have some one to educate the girls of his colony. He consulted Father Beaubois, a superior of the Jesuits, who had recently arrived, as to what he should do. The zealous Father suggested the Ursulines of Rouen as likely to be able to supply religious teachers, and to them application was immediately made. As a result of this effort, a lady bearing the singular name of Tranchepain (slice of bread), a converted Protestant and a professed Ursuline, left France with nine professed companions, one novice and two servants, in the ship *Gironde*, from Port L'Orient, February 22d, 1727.

The *Gironde* was provisioned as for a siege, but the accommodations for passengers were wretched. During the voyage they encountered terrific storms, were even pursued by corsairs, and at one time all the ladies except the nuns had to assume male attire and man the ship to save her from pirates. The ship, after meeting with fearful winds in the Caribbean Sea, being stranded on Dauphine Island, and losing nearly all her cargo, reached Louisiana in July. She probably entered the Mississippi river through the "Horse" Pass, or as it was then called, Pass Sauvolle.

At the Balize the travelers were transferred to pirogues, their trunks being stowed in the centre of them. At night, as they voyaged up the river, they went ashore and slept, when permitted by the devouring mosquitoes. The voyage from France had consumed six months, and their friends in New Orleans supposed they had perished at sea. After fifteen days of river journeying they reached the scene of their future arduous and zealous labors, the village of New Orleans at this time presenting no better aspect than that of a vast sink or sewer. It was surrounded by a large ditch and fenced in with sharp stakes wedged close together. Tall reeds and coarse grasses grew in the streets, and within a stone's throw of the church which stood on the same square, but in the rear of the present Cathedral, reptiles croaked and malefactors and wild beasts lurked in the centre of the town, protected by impenetrable jungle. A picture of the landing of the Ursuline Nuns represents the religious in procession received by Father Beaubois, who presents to them the Capuchin pastors of the place, and points out the Indian and the negroes their future charges. The Ursuline novice stands a little back facing the church; a

negress, with a baby in her arms, regards the group with awe and wonderment. A beautiful squaw, decked with beads and shells, and surrounded by plump papposes, half reclines on some logs, while a Congro negro looks on from his seat on a wood pile. A young girl, Claude Massey has a cat in her arms one she has brought from France, which is, doubtless, the original of all the feline species in Louisiana. Claude is standing near "Sister Anne;" both are dressed as Norman peasants; several Jesuits and Capuchins appear in the distance. The whole group is overshadowed by immense trees heavily draped with moss.

When the first greeting was over, the nuns and their companions were conducted to the church, and thence to Bienville's house, which he generously offered as the monastery, which was being built, was not completed. Bienville's house occupied the square now bounded by Decatur, Bienville, Customhouse and Chartres streets. It was two stories high, with a flat roof, which could be used as a belvedere. It had many windows, which were covered with thin linen instead of having sash and glass. The ground about the house was cleared, but the establishment was in the depth of the forest.

Almost immediately the nuns began to instruct the Indians and the negroes, and to care for the sick. They received under their protection the orphans of the French recently massacred at Natchez, also the "Filles-à-la-Casette," or casket girls, several installments of whom the King of France sent over to provide wives for the colonists. The nuns soon found Governor Bienville's house too small and removed to a plantation which had been given them by the "India Company," where they erected buildings, which were destroyed by fire in 1788. Later, their extensive buildings were located on the property through which passes the present Ursulines street; their schools, hospital, chapel and domicile were built on the squares adjacent to this street.

The first reinforcement to the order came from France in 1734. From these small beginnings the Ursuline Nuns have, for 176 years, steadily pursued their onward career of helpfulness. The present home of the Archbishop and some few buildings are among the relics of this worthy order. From these buildings on Chartres street they removed to their present spacious property about eighty years ago.

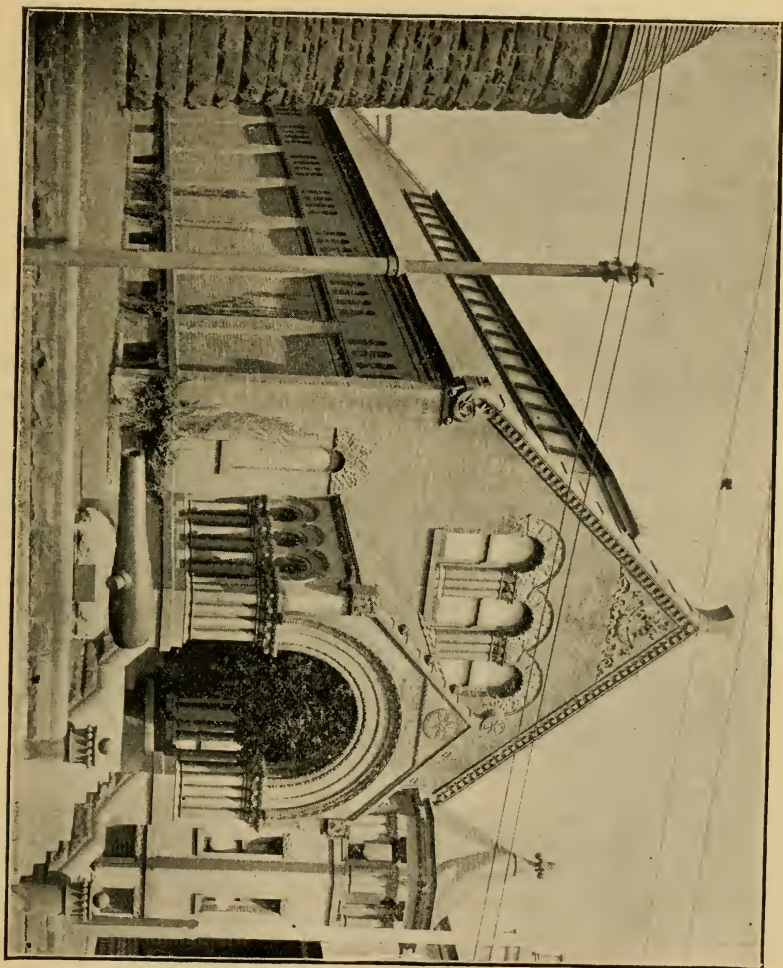
WARD DIVISIONS.**OFFICIAL LIMITS OF NEW ORLEANS.**

Act No. 216 of 1902 defines the limits of New Orleans: "Commencing at a point in the middle of the Mississippi River abreast of a point on the right bank of the said river established by the Board of State Engineers, opposite Ptolemy street, and thence to the said point, and thence running as follows, viz: South 42 deg. 30 min.; East 4 miles and about 1080 feet; South 3 deg. 10 min.; West about 620 feet. Thence along the back line of properties South 57 deg.; East 2143 feet $4\frac{1}{2}$ inches; North 2 deg. 45 min.; East 1910 feet 7 inches; South 53 deg. 30 min.; East 5162 feet 2 inches; North 6 deg. 15 min.; East 4932 feet 7 inches to township line 1 mile 138 feet $9\frac{3}{4}$ inches; South 76 deg.; East 311 feet $4\frac{1}{2}$ inches to township line, 445 feet 10 min.; South 72 deg.; East 947 feet $9\frac{1}{2}$ inches; South 65 deg. 30 min.; East 955 feet to range line; 1337 feet 8 inches; South 83 1-3 deg.; East 860 feet 6 inches; North 61 deg. 7 min.; East 524 feet 7 inches to range line, 1366 feet 6 inches; South 81 deg. 15 min.; East 2368 feet 6 inches to range line, 4383 feet 2 inches; South 61 deg. 53 min.; East $1\frac{1}{2}$ miles and about 2770 feet 2 inches; South 31 deg. 35 min.; East $1\frac{1}{2}$ miles and 2163 feet to line of Jeanne Lassalles and thence to a point in the middle of the Mississippi River on a projection of the said line, and thence through the centre of the Mississippi River to the point of commencement."

FIRST DISTRICT.

FIRST WARD.—From the middle of the Mississippi River, along the centre of Thalia street to the intersection of Claiborne canal, and thence along the centre of Claiborne canal to the centre of Felicity road, thence along the centre of Felicity road to the Mississippi River, and thence along the middle of the Mississippi River to the point of departure.

SECOND WARD.—From the middle of the Mississippi River, along the centre of Julia street to the New Canal, and thence along the centre of New Canal to Carrollton avenue, and thence along the centre of Carrollton avenue to the centre of Melpomene Canal, and thence along the centre of Melpomene Canal to the centre of Claiborne Canal, and thence along the centre of Claiborne Canal to the centre of Thalia street, and



CONFEDERATE MEMORIAL HALL.

thence along the centre of Thalia street to the Mississippi River, and thence along the middle of the Mississippi River to the point of departure.

THIRD WARD.—From the middle of the Mississippi River, along the centre of Canal street to the old Metairie road, and thence along the centre of the old Metairie road to the centre of the New Canal, and thence along the centre of the New Canal to the centre of Rampart street to the centre of Julia street, and thence along the centre of Julia street to the Mississippi River, and thence along the middle of the Mississippi River to the point of departure.

SECOND DISTRICT.

FOURTH WARD.—From the middle of the Mississippi River, along the centre of Canal street, and thence along the centre of Canal street to the old Metairie road, thence along the centre of the old Metairie road to New Canal, thence along the centre of New Canal to Lake Pontchartrain, thence along the middle of Lake Pontchartrain to Orleans Canal, thence along the centre of Orleans Canal to the Metairie road, thence along the centre of old Metairie road to St. Louis street, thence along the centre of St. Louis street to the middle of the Mississippi River, thence to the point of departure.

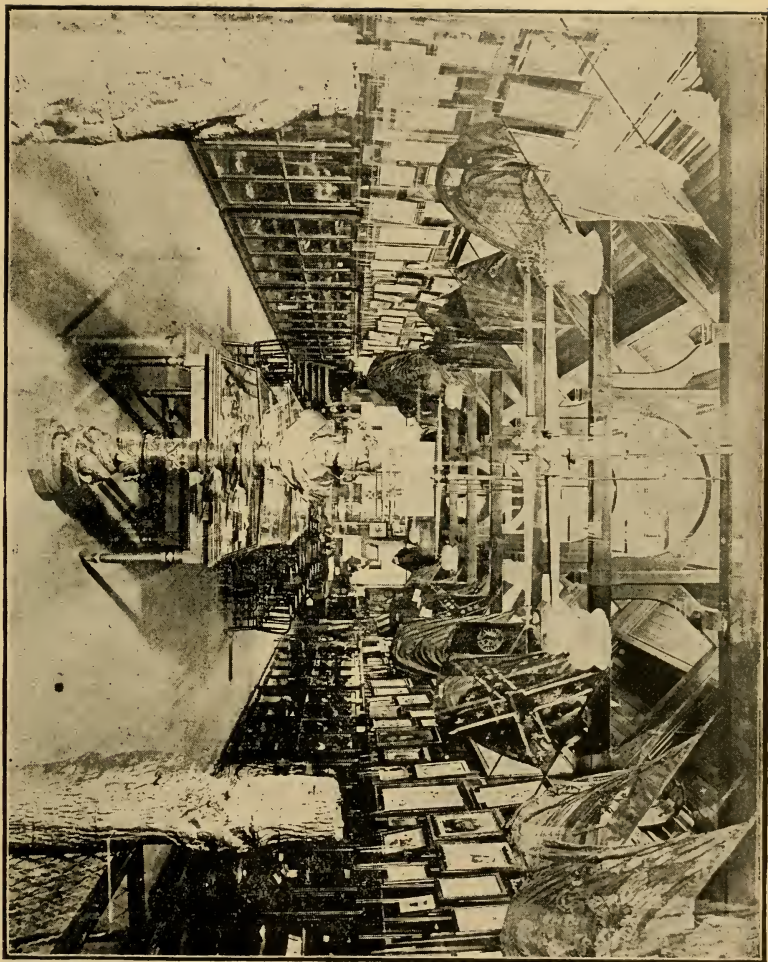
FIFTH WARD.—From the middle of the Mississippi River, along the centre of St. Louis street to the old Metairie road, to the centre of Orleans Canal, thence along the centre of said canal to Lake Pontchartrain, thence along the middle of the Lake to Bayou St. John, thence along the centre of Bayou St. John to St. Philip street, thence along the centre of St. Philip street to the middle of the Mississippi River, thence to the point of departure.

SIXTH WARD.—From the middle of the Mississippi River along the centre of St. Philip street to Bayou St. John, and thence along the centre of Bayou St. John to Esplanade street, thence along the centre of Esplanade street to the middle of the Mississippi River, thence to point of departure.

THIRD DISTRICT.

SEVENTH WARD.—From the middle of the Mississippi River along the centre of Esplanade street to the Bayou St. John, and thence along the centre of Bayou St. John and cut-off to

INTERIOR MEMORIAL HALL.



Lake Pontchartrain, and thence along the middle of Lake Pontchartrain to Elysian Fields street, and thence along the centre of Elysian Fields street to the middle of the Mississippi River and thence to point of departure.

EIGHTH WARD.—From the middle of the Mississippi River along the centre of Elysian Fields street to Lake Pontchartrain, thence along the middle of the Lake to People's avenue, thence along the centre of People's avenue to Lafayette avenue, and thence along the centre of Lafayette avenue to the middle of the Mississippi River, and thence along the Mississippi River to the point of departure.

NINTH WARD.—From the middle of the Mississippi River along the centre of Lafayette avenue to the centre of People's avenue, and thence along the centre of People's avenue to Lake Pontchartrain, and thence along the middle of Lake Pontchartrain to the centre of the Rigolets, and thence along the centre of the Rigolets to Lake Borgne, and thence along the main shore of Lake Borgne, including all islands within one marine league distance thereof, to Bayou Bienvenu, and thence along Bayou Bienvenu to the Fisherman's Canal, and thence along the Fisherman's Canal to the line of the south side of Florida Walk, and thence along said line of Florida Walk to the lower line of the United States Barracks, and thence along the lower line of the United States Barracks to the middle of the Mississippi River, and thence along the Mississippi River to the point of departure.

FOURTH DISTRICT.

TENTH WARD.—From the middle of the Mississippi River along the centre of the Felicity road to the Melpomene Canal, and thence along the centre of the Melpomene Canal to its intersection with First street, and thence along the centre of First street to the Mississippi River, and thence along the middle of the Mississippi River to the point of departure.

ELEVENTH WARD.—From the middle of the Mississippi River along the centre of First street to the Melpomene tail-race, and thence along the centre of the Melpomene tail-race to Toledano street, and thence along the centre of Toledano street to the Mississippi River, and thence along the middle of the Mississippi River to the point of departure.

FIFTH DISTRICT (ALGIERS).

The Fifth District of the City of New Orleans, comprising the Fifteenth Ward, is situated on the right bank of the Mississippi River, and comprises all that portion of the Parish of Orleans on the right bank of the Mississippi River as described in the official limits of the city.

SIXTH DISTRICT.

TWELFTH WARD.—From the middle of the Mississippi River along the centre of Toledano street to Broad street, thence along the centre of Broad street to Napoleon avenue, and thence along the centre of Napoleon avenue to the middle of the Mississippi River, and thence along the Mississippi River to the point of departure.

THIRTEENTH WARD.—From the middle of the Mississippi River along the centre of Napoleon avenue to Broad street, thence along the centre of Broad street to Peters avenue, thence along the centre of Peters avenue to the middle of the Mississippi River, thence along the Mississippi River to the point of departure.

FOURTEENTH WARD.—From the middle of the Mississippi River along the centre of Peters avenue to Broad street, and thence along the centre of Broad street to Toledano street, and thence along the centre of Toledano street to the Melpomene tail-race, and thence along the centre of Melpomene street to Lower Line street, and thence along the centre of Lower Line street to the middle of the Mississippi River, and thence along the Mississippi River to the point of departure.

SEVENTH DISTRICT.

SIXTEENTH WARD.—From the middle of the Mississippi River along the centre of Lower Line street, to the Melpomene tail-race, and thence along the centre of Melpomene tail-race to Carrollton avenue, thence along the centre of Carrollton avenue to the middle of the Mississippi River, thence along the Mississippi River to the point of departure.

SEVENTEENTH WARD.—From the middle of the Mississippi River, along the centre of Carrollton avenue, to the New Canal, thence along the centre of New Canal to Lake Pont-

chartrain, thence along the middle of Lake Pontchartrain to the Upper Line Canal, thence along the centre of the Upper Line Canal and Upper Line street to the middle of the Mississippi River, and thence along the Mississippi River to the point of departure.

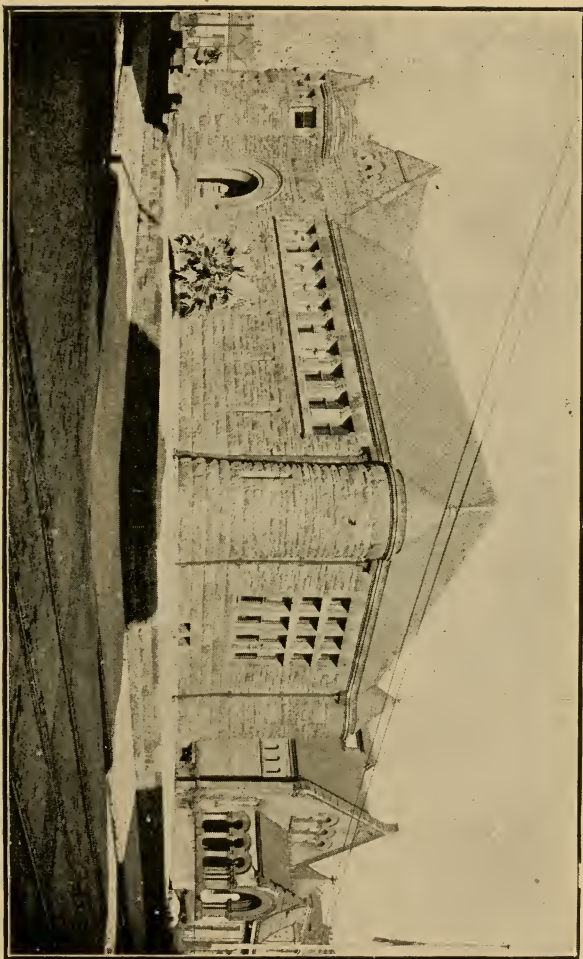
WATERWORKS.

On South Peters street, between Orange and Richard streets. Take Tchoupitoulas cars to Orange street.

The system of water supply for New Orleans is very deficient, and attempts for improvement are constantly made by the Waterworks Company, a private corporation. The water is pumped from the Mississippi River (which is often extremely muddy) into a stand-pipe and reservoir for distributing throughout the city. Owing to the muddiness of the water, it is comparatively little used except for cleaning streets and extinguishing fires, the inhabitants preferring rain water for drinking purposes. In all yards large cisterns are to be seen, and on these the inhabitants on the outskirts of the city entirely depend for water supply. An entire new water system is about to be constructed, the settling basins of which to furnish clear water are to be located in the rear of Carrollton.

The Mississippi River water, notwithstanding it is at times very muddy, is considered excellent water for various uses. Prof. Joseph Jones, M. D., formerly of Tulane University, of Louisiana, gives the following analysis. One gallon (70,000 grains) of Mississippi River water from hydrants in office of city waterworks contained:

Specific gravity, at 60 degrees.....	100,000
Suspended matters (silicic acid, silicates, etc.), grains.....	18.80
Fixed saline constituents.....	12.20
Chloride of sodium.....	8.51
Carbonate of lime.....	2.69
Sulphates and carbonates of alkalies.....	0.05



HOWARD MEMORIAL LIBRARY.

Outlines of the History of Louisiana.

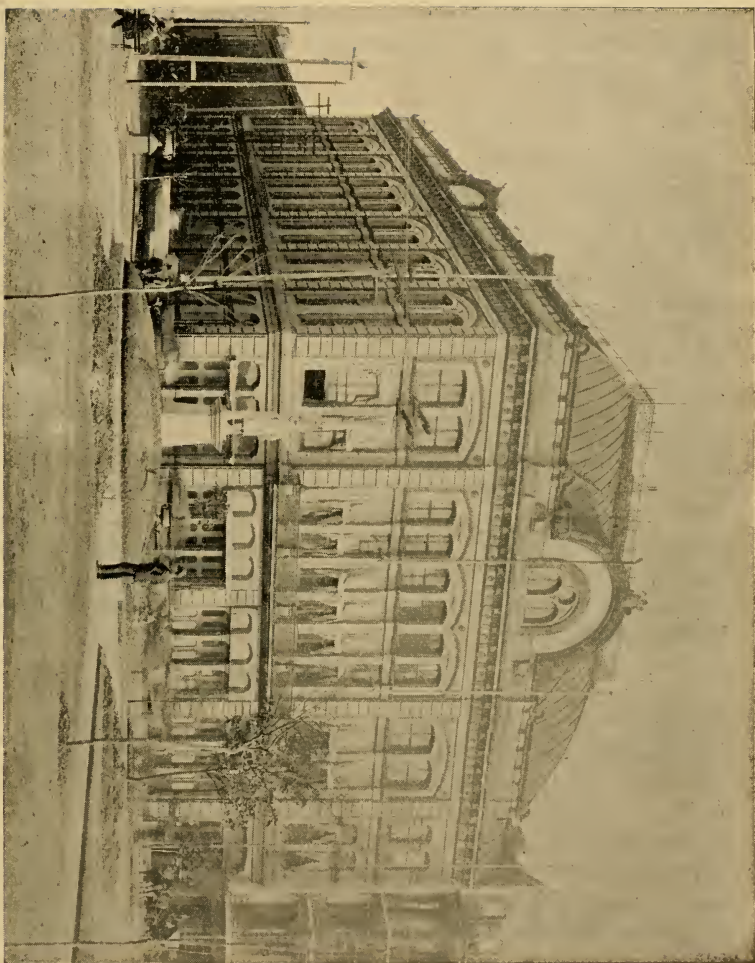
AND OF THE CITY OF NEW ORLEINS.

It is often said that Paris is France, and it may also be said that New Orleans is Louisiana, for the history of the city is the history of the State. As in France, the chief city is not only the financial and commercial centre, but also the political centre. Therefore, in giving the following short historical review, the history of the State and city are blended into one.

DISCOVERY OF LOUISIANA.

The first mention of Louisiana and of the Mississippi River being traversed by white men is in 1536, when a remnant of the ill-starred expedition of the Spaniards, under Pamphilo de Narvaez, in the vain attempt to conquer Florida and seek for gold, escaped in this direction to the Pacific. Narvaéz had been put in command of the territory extending west to the River of Palms, probably Colorado, further west than that afterwards included in Louisiana.

Notwithstanding the failure of Narvaez, other adventurers were ready to follow. In 1537 Fernando de Soto, a native of Xeres, Spain, the favorite companion of Pizarro in the conquest of Peru, sought and obtained at Valladolid, from Charles V, permission to conquer Florida at his own cost. Landing on that coast on May 31, 1539, his well-appointed army was almost annihilated before he reached the Mississippi, two years later. In May, 1542, DeSoto died at the mouth of Red River, and, according to tradition, was buried in the waters of the Mississippi River. The miserable remnant of the expedition descended the Mississippi to the Gulf in July, 1543, after enduring great hardships and privations. Thus does the discovery of the Father of Waters belong to the Spaniards, and no record of other white men visiting it for one hundred and thirty years is in existence.



In 1673 Father Marquette, a missionary monk, and the Sieur Joliet, from Picardy, France, with a small party from the French possessions of Canada, entered the upper Mississippi, descending it to a point below the mouth of the Arkansas and returned.

FRENCH TAKE POSSESSION.

In 1682 Robert Cavalier de la Salle, then of Fort Frontenac, Lake Ontario, was the next to descend the great river, in company with Chevalier Henry de Tonti, an Italian veteran officer, under the patronage of Louis XIV. On the 9th of April, 1682, LaSalle halted on the banks of the Mississippi, above the head of the passes, erected a cross, and, calling a notary to witness, he took solemn possession of the country in the name of his sovereign, Louis XIV, King of France, and named it after him Louisiana. To a column which he erected was affixed this inscription:

Louis le Grand, Roi de France et de Navarre, Règne;
le neuvième Avril, 1682.

A salute was fired, and the whole company shouted "Vive le Roi!" At the foot of a tree was buried a leaden plate, on which were engraved the arms of France and the following Latin inscription:

*Ludovicus Magnus regnat
Nono Aprilis MDCLXXXII*

Robertus Cavalier, cum Domino de Tonty, Legate R. P. Zenobio, membre Recollecto, et vigenti Gallis. Primus hoc flumen, Inde ab Illeneorum pago, enavigavit, ejusque ostium fecit per viam.*

LOUISIANA SETTLED BY THE FRENCH.

In January, 1699, an expedition composed of three hundred men was sent out to colonize Louisiana. The expedition was commanded by Iberville, and with him were his two brothers, Sauvolle and Bienville, all sons of Charles Lemoyne. A landing was made on the Bay of Biloxi, and a fort built on a small point of land that extends out into the bay. In Febru-

*In the reign of Louis the Great, 9th April, 1682, Robert Cavalier, with Seigneur de Tonti, Reverend Father Zenobio, member of the Recollect order, and twenty Frenchmen, first navigated this river from the village of the Illinois and made the passage of the mouth, 9th April, 1682.

ary Iberville and his brother, Bienville, accompanied by Father Athanase, who had formerly been with LaSalle, went in small boats to the Mississippi, which they ascended first to the village of the Bayagoulas, where these Indians handed them letters and other relics of LaSalle and Tonti; thence to Pointe Coupée, which they named, and to the mouth of Red River. Returning, they traversed Lakes Maurepas and Pontchartrain, naming one after Count Maurepas, who held office under their sovereign (and afterwards under Louis XV and XVI), and the other after Count Pontchartrain, who was the Minister of Marine. On December 7 of the same year another fleet arrived, bringing letters appointing Sauvolle as the first Governor of the Colony, and Bienville as the first Lieutenant Governor. In 1701 Governor Sauvolle died of fever, and was succeeded by Bienville. On the 14th of September, 1712, Louis XIV granted to Anthony Crozat a charter for fifteen years, with the exclusive commerce of the whole Province, from the Gulf to the Great Lakes, and from the Allegheny Mountains to the Rocky Mountains on the west. By the terms of the charter Crozat was to send every year to Louisiana two ship loads of colonists, and, after nine years, to assume all the expenses of the Colonial administration, including those of the army, in consideration of which he was to have the privilege of nominating the officers to be appointed by the King. In 1717 Crozat, finding this colonial scheme a failure, voluntarily surrendered his charter to the King. On the 13th of August, 1717, a Council of State was held at Versailles, presided over by the Duke of Orleans, Regent of France during the minority of Louis XV, at which it was decided that, as the colonization of Louisiana was a commercial undertaking, it should be confided to a company, and then a charter was granted and registered by the Parliament of Paris on the 6th of September, 1717, under the name of the Company of the Indies. To this Mississippi Company, as it was sometimes called, was granted the exclusive privilege of trading with Louisiana during twenty-five years, to administer the Colony, appoint officers, and maintain an army. Its leading spirit was John Law, a smart and scheming Scotchman, long domiciled in Paris. All

the lands, coasts, harbors and islands in Louisiana were granted to the company on the condition of furnishing to every King of France, on his accession to the throne, a crown of gold of the weight of thirty marks. Louisiana was supposed to be a Garden of Eden, with the most useful fruits, and a new Eldorado, teeming with mines of gold, silver and precious stones. As such the Province was placed before the public, and vast sums of money were invested in the shares of the company, with the expectation of a rich harvest of dividends. Maladministration, disease, wars with the Indians, caused the scheme to result in a failure, and the Mississippi bubble bursted, scattering ruin on all sides. On the 15th of November, 1731, the Mississippi Company, finding the colony not a success, after existing fourteen years, surrendered their charter to the King.

FOUNDATION OF NEW ORLEANS.

Sailing along the shores of Lake Pontchartrain, in 1718, Bienville discovered the small stream now called Bayou St. John, and, ascending it, encamped for the night on the Metairie Ridge. The tract of country lying between the headwaters of Bayou St. John and the banks of the Mississippi River was selected as the site of the future city. This space was then covered with a primitive forest, and, owing to the annual inundations of the river, was swampy and marshy and cut up with a thousand small ravines and pools of stagnant water when the river was low. Bienville and fifty soldiers started to clear the ground of its primitive growth, and, unmolested by the Indians, whose sole representative was an old Indian woman, who sang an uncouth chant. "The Spirit tells me," she sang, "that the time will come when, between the river and the lake, there will be as many dwellings for the white men as there are trees standing now. The haunts of the red man are doomed, and faint recollections and traditions concerning the very existence of his race will float dimly over the memory of his successors, as unsubstantial, as vague and obscure as the mist which shrouds, on a winter morning, the bed of the Father of Waters." Bienville undoubtedly chose

the site on the narrowest strip of land between the river and the lake, hoping that some day in the future the capital would have a lake and river front. Two plans for the city seem to have been executed, one in 1719 by De la Tour, Chief Engineer of the Province, and the other by De Pauger, a royal engineer employed by the Western Company. The land was laid off into sixty-six squares of three hundred feet each, eleven squares in length along the river and six in depth. The squares were separated by streets and were each divided into twelve lots, of which ten had sixty feet front by one hundred and fifty in depth. The lots were divided among the resident population. In 1719 an inundation drove the inhabitants from the infant city, and for a time it was abandoned. In 1722 it became the capital of the colony, and at that time contained two hundred inhabitants, and the buildings consisted of about one hundred log cabins, placed without much order, a large wooden warehouse, two or three dwellings and a storehouse, which served as a chapel. The whole city was surrounded by a large ditch and fenced in with sharp stakes, wedged close together. In 1727 Gov. Perier built in front of the city a levee or embankment, eighteen hundred yards in length and eighteen feet in width on top, which served to protect the city from the annual overflows of the Mississippi River.

LOUISIANA CEDED TO SPAIN.

The colony of Louisiana continued for several years to belong to France, until Louis XV, in return for her services as an ally during the French and Indian War, ceded Louisiana to Spain by an act of donation at Fontainebleau of 1762. This cession was accepted by Spain, and De Ulloa was sent out as Governor to receive the transfer of the colony. The cession of the country was violently opposed by the colonists, and De Ulloa never formally took possession, but departed with his troops, after contenting himself with only hoisting the Spanish flag on the fort at Balize and remaining there some time. The state of affairs was reported to the Spanish King, Charles III, and his council, led by the Duke of Alba,

decided on taking the colony by force. A second expedition, consisting of twenty-four men-of-war, with a large force of troops, commanded by General Alexander O'Reilly, a Spanish officer of renown, was sent in 1769 to take possession of the country.

SPANISH TAKE POSSESSION.

(*Gayarre's History of Louisiana.*)

On the 15th of August, 1769, the French Governor, Aubrey, went down the river to offer his respects to the new Spanish Governor, O'Reilly, who was on his way up, and to come to an understanding with him as to the manner and time of taking possession of the colony. On consultation, they fixed the 18th for that ceremony. On the 16th Aubrey returned to New Orleans, and issued a proclamation enjoining the inhabitants of the town and the most respectable among those of the neighboring country to be at the *august ceremony and to be ready to present themselves to His Excellency, Don Alexandro O'Reilly, in order to assure him of their entire submission, and of their inviolate fidelity to His Catholic Majesty.* On the 17th, in the morning, the whole Spanish fleet, numbering twenty-four sail, appeared in front of New Orleans. Immediately all the necessary preparations were made for landing, and flying bridges were dropped from the vessels to the bank of the river. On the 18th, early in the day, the French Governor, with a numerous train of officers, came to compliment the new Governor, who went ashore in company with his visitors and proceeded with them to the house which was destined for him. But before 12 o'clock O'Reilly returned to his fleet, in order to prepare for the landing of the whole of his forces.

At 5 o'clock in the afternoon a gun, fired by the flagship, gave the signal for the landing of the Spaniards. The French troops and the militia of the colony, with Aubrey at their head, were already drawn up in a line parallel to the river, in front of the ships, in that part of the public square which is nearest to the church. On the signal being heard, the Spanish troops were seen pouring out of the fleet in solid columns, and moving with admirable precision to the points which had

been designated to them. These troops, numbering some 2,600 men, were among the choicest of Spain, and had been picked by O'Reilly himself. With colors flying and with the rapidity of motion of the most practiced veterans, they marched on, battalions after battalions, exciting the admiration and the awe of the population by their martial aspect and their brilliant equipments. The heavy infantry drew themselves up in perpendiculars, on the right and left wings of the French, thus forming three sides of a square. Then came a heavy train of artillery of fifty guns, the light infantry and the companies of mountain riflemen (*fusileros de montañas*), with the cavalry, which was composed of forty dragoons and fifty mounted militiamen from Havana. All these corps occupied the fourth side of the square near the river and in front of the French, who were drawn up near the Cathedral. All the vessels were dressed in their colors, and the riggings were alive with the Spanish sailors in their holiday apparel. On a sudden they gave five long and loud shouts of "Viva el Rey—Long live the King," to which the troops in the square responded in a similar manner. All the bells of the town pealed merrily; a simultaneous discharge from the guns of the twenty-four Spanish vessels enveloped the river in smoke; with emulous rapidity the fifty guns that were on the square roared out their salute, making the ground tremble as if convulsed with an earthquake; all along the dark lines of the Spanish infantry flashed a sheet of fire, and the weaker voice of musketry, also shouting in jubilation, attempted to vie with the thunder of artillery. All this pomp and circumstance of war announced that General O'Reilly was landing.

He soon appeared in the square, where he was received with all the honors due to a Captain General, drums beating, banners waving, and all sorts of musical instruments straining their brazen throats, and by their wild and soul-stirring sounds causing the heart to leap and the blood to run electrically through the hot veins. He was preceded by splendidly accoutered men who bore heavy silver maces, and the whole of his retinue, which was of the most imposing character, was well calculated to strike the imagination of the people. With

a slightly halting gait he advanced towards the French Governor, who, with the members of the Council and all the men of note in the colony, stood near a mast, which supported the flag of France. Immediately behind O'Reilly followed the officers of the colonial administration of Louisiana, Don Joseph Loyola, the commissary of war and intendant; Don Estevan Gayarré, the contador, or royal comptroller, and Martin Navarro, the treasurer, who were to be restored to their respective functions, which had been interrupted by the revolution. "Sir," said O'Reilly to Aubrey, "I have already communicated to you the orders and the credentials with which I am provided, to take possession of this colony in the name of His Catholic Majesty, and also the instructions of His Most Christian Majesty that it be delivered to me. I beg you to read them aloud to the people." Aubrey complied with this request, and then, addressing the colonists, by whom he was surrounded, said: "Gentlemen, you have just heard the sacred orders of their Most Christian and Catholic Majesties in relation to the Province of Louisiana, which is irrevocably ceded to the crown of Spain. From this moment you are the subjects of His Catholic Majesty, and by virtue of the orders of the King, my master, I absolve you from your oath of fidelity and obedience to His Most Christian Majesty." Then, turning to O'Reilly, Aubrey handed to him the keys of the gates of the town. The banner of France sank from the head of the mast where it waved, and was replaced by that of Spain. Following the example and the orders of Aubrey, the French shouted five times, "Viva el Rey!—Long live the King!" which was repeated three times by the Spanish troops, who recommenced their firing in unison with the fleet. Then O'Reilly, followed by the principal Spanish officers, and accompanied by Aubrey and his retinue, proceeded to the Cathedral, where he was received at the threshold by the clergy with all the honors of the Pallium, and with the other usual solemnities. The curate or vicar general, in the name and on behalf of the people, addressed to the General a pathetic harangue, coupled with the most caressing protestations of fidelity on his part. The General answered with concise eloquence,

declaring his readiness to protect religion, to cause the ministers of the sanctuary to be respected, to support the authority of the King and the honor of his arms, to devote himself to the public good, and to do justice to all. He then entered the church, where a *Te Deum* was sung, during which the troops and the fleet renewed their discharges in token of rejoicing. When the pious ceremony was over, O'Reilly and Aubrey returned to the public square, where all the Spanish troops filed off before the Governors *in the most redoubtable order and equipage*, says Aubrey, in one of his dispatches, and, after having saluted them, retired to their respective quarters."

NEW ORLEANS FORTIFIED BY THE SPANISH.

In 1794 the Spanish Governor, Baron de Carondelet, fortified the city after a plan drawn by himself. His object was not only to provide for a defense from outside enemies, but to place his guns so that they could bear upon the town and keep the inhabitants in subjection. Collot, a French General, who visited New Orleans in 1796, described the fortifications as consisting "of five small forts and a great battery. On the side which fronts the river are two forts, which command the river and the road. Their shape is that of a regular pentagon, with a parapet eighteen feet thick, coated with brick, with a ditch and covered way. In each of these forts are barracks for the accommodation of one hundred and fifty men, and a powder magazine. Their artillery is composed of a dozen twelve and eighteen-pounders. Between these two forts—that is that on the right, which is most considerable—is called 'St. Charles,' the other 'St. Louis.' In the rear and to cover the city on the land side, are three other forts. There is one at each of the two salient angles of the long square forming the city, and a third between the two, a little beyond the line, so as to form an obtuse angle. These three forts have no covered way, and are not revetted, but are merely strengthened with friezes and palisades. They are armed with guns, and have accommodations for one hundred men. The one on the right is called Fort Burgundy, that on the left St. Ferdinand, and that of the middle St. Joseph. The five forts and the battery

cross their fire with one another, and are connected by a ditch of forty feet in width by seven in depth. With the earth taken out of the ditch there has been formed on the inside a parapet three feet high, on which have been placed, closely serried, a line of twelve-feet pickets. Back of these pickets is a small causeway. The earth has been cast so as to render the slope exceedingly easy and accessible. Three feet of water is always kept up in the moats, even during the driest season of the year, by means of ditches communicating with a draining canal. It cannot be denied that these miniature forts are well kept and trimmed up. But, particularly on account of their ridiculous distribution, and also on account of their want of capaciousness, they look more like playthings intended for babies than military defenses. For there is not one which cannot be stormed, and which five hundred determined men could not carry sword in hand. Once a master of one of the principal forts, either St. Louis or St. Charles, the enemy would have no need of minding the others, because, bringing the guns to bear upon the city, it would be forced to capitulate immediately, or be burnt up in less than an hour and have its inhabitants destroyed, as none of the forts can admit of more than one hundred and fifty men. We believe that Monsieur de Carondelet, when he adopted this bad system of defense, thought more of securing the obedience of the subjects of His Catholic Majesty than of providing a defense against the attack of a foreign enemy, and, in this point of view, he may be said to have completely succeeded."

RETROCESSION OF LOUISIANA TO FRANCE.

A secret treaty was concluded on the 1st of October, 1800, at St. Ildephonso, between the King of Spain and Napoleon Bonaparte, for the French Republic. By the third article of this treaty the Duke of Parma, a Prince of the house of Bourbon, was put in possession of Tuscany, erected into a kingdom under the name of Etruria. As a compensation for this the Duke of Parma ceded to France the Duchy of Parma and its dependencies, and Spain ceded Louisiana back to France.

FRENCH RESUME POSSESSION OF LOUISIANA.

By the treaty of San Ildephonso, made on the 1st of October, 1800, Spain engaged herself to cede Louisiana to France. This treaty was kept secret, as France, who was then at war with England, feared that it would be seized by that power. France sold Louisiana to the United States, and appointed Laussat Prefect of the colony for the intervening time, and also commissioner to transfer the colony to the United States.

On the 30th of November the Marquis of Casa-Calvo and Governor Salcedo, commissioners on the part of Spain, and Laussat, commissioner on the part of France, accompanied by a large retinue of the clergy, all the civil and military officers in the employ of France and Spain, and many other persons of distinction, met in the City Hall, where Laussat exhibited to the Spanish commissioners an order from the King of Spain for the delivery of the colony, and his credentials from the French Government to receive it. Thereupon the keys of New Orleans were handed to Laussat, and Salcedo and Casa-Calvo declared that from that moment, according to the powers vested in them, they put the French commissioners in possession of Louisiana and its dependencies, in all their extent, such as they were ceded by France to Spain and such as they remained under the successive treaties made between His Catholic Majesty and other Powers. They further declared that they absolved from their oath of fidelity and allegiance to the crown of Spain such of His Catholic Majesty's subjects in Louisiana as might choose to live under the authority of the French Republic. A record was made of these proceedings in French and Spanish, and the three commissioners walked to the main balcony, where the Spanish flag was saluted by a discharge of artillery on its descent from a pole erected on the public square in front of the City Hall. That of the French Republic was greeted in the same manner on its ascent. The square was occupied by the Spanish troops and some of the militia of the colony. It was remarked that the militia had mustered up with difficulty, and did not exceed one hundred and fifty men. It was an indication of an unfavorable feeling, which had been daily gaining strength, and which Laussat

attributed, in his dispatches, to the intrigues of the Spanish authorities. Although the weather had been tempestuous in the preceding night and in the morning and continued to be threatening, the crowd round the public square was immense and filled not only the streets, but also the windows and even the very tops of the neighboring houses.

SALE OF LOUISIANA TO THE UNITED STATES.

Bonaparte, fearing that England would seize Louisiana, authorized his ministers, Barbé Marbois and Talleyrand, to enter into negotiations with the United States, represented by Livingston and Monroe. The negotiations resulted in a treaty being signed at Paris on the 30th of April, 1803, by which France ceded Louisiana to the United States for fifteen millions of dollars, of which four millions were to be devoted to the payment of what was due by France to the citizens of the United States. When Bonaparte was informed of the conclusion of the treaty, he made the celebrated remark, "This accession of territory strengthens forever the power of the United States, and I have just given to England a maritime rival that will, sooner or later, humble her pride."

AMERICANS TAKE POSSESSION OF LOUISIANA.

(From Gayarre's History of Louisiana.)

"On Tuesday, the 20th of December, 1803, the French Prefect, Laussat, ordered all the militia companies to be drawn up under arms, on the public square, in front of the City Hall. The crowd of spectators was immense, and the finest weather favored the curiosity of the public. The commissioners of the United States, Claiborne and Wilkinson, arrived at the gates of the city with their troops, and, before entering, were reconnoitered, according to military usages, by a company of the militia grenadiers. The American troops, on entering the city, were greeted with a salute of twenty-one guns from the forts, and formed on the opposite side of the square, facing the militia. At the City Hall the Commissioners of the United States exhibited their powers to Laussat. The credentials were publicly read, next the treaty of cession, the powers of

the French commissioner, and, finally, the procès-verbal. The Prefect proclaimed the delivery of the Province to the United States, handed the keys of the city to Claiborne, and declared that he absolved from their allegiance to the French Republic such of the inhabitants as might choose to pass under the new domination. Claiborne now rose, and offered to the people his congratulations on the event which irrevocably fixed their political existence and no longer left it open to the caprices of chance. He assured them that the United States received them as brothers, and would hasten to extend to them a participation in the invaluable rights forming the basis of their own unexampled prosperity, and that, in the meanwhile, the people would be protected in the enjoyment of their liberty, property and religion; that their commerce would be favored, and their agriculture encouraged. He recommended them to promote political information in the Province, and to guide the rising generation in the paths of republican energy and virtue. The three commissioners then went to one of the balconies of the City Hall. On their making their appearance, the French flag, that was floating at the top of a pole in the middle of the square, came down, and the American flag went up. When they met half way a gun was fired as a signal, and immediately the land batteries began their discharges, which were responded to by armed vessels in the river. A group of American citizens, who stood at a corner of the square, waved their hats in token of respect for their country's flag, and a few of them greeted it with their voices; no emotion was manifested by any other part of the crowd. The colonists did not appear conscious that they were reaching the *Latium sides ubi fata quietos ostendunt*. Laussat then presented the American commissioners to the militia, and delivered to them the command of that body. Afterwards Claiborne and Wilkinson proceeded to have all the posts and guard-houses occupied by their troops. Thus ended the French domination, if it can be so called, twenty days after it had begun. The Spanish Government had lasted thirty-four years and a few months."

LOUISIANA AS A TERRITORY.

Claiborne was appointed Governor of the Province by the President, and immediately proceeded to organize a government. In 1804 an act was passed by Congress dividing Louisiana into two parts. The upper portion was called the District of Louisiana, with St. Louis for a capital, and the lower portion the Territory of Orleans, with New Orleans as the capital. This act remained in force until 1805, when a new act was passed reorganizing the Territory of Orleans, with an elective legislative council.

LOUISIANA ADMITTED TO THE UNION AS A STATE.

In 1812 Congress called a Constitutional Convention. This Convention adopted a Constitution, modeled after that of Kentucky, and, April 8, 1812, Congress passed the act admitting Louisiana into the Union as the eighteenth State. A portion of West Florida, that is, the country east of the Mississippi and north of Lake Pontchartrain, was annexed, and Louisiana thus constituted, and comprising 41,347 square miles, became one of the United States of America, and Claiborne was elected the first Governor of the new State. During the administration of Governor Claiborne the United States, being at war with England, an expedition was sent by the British against New Orleans, which resulted disastrously to the invaders.

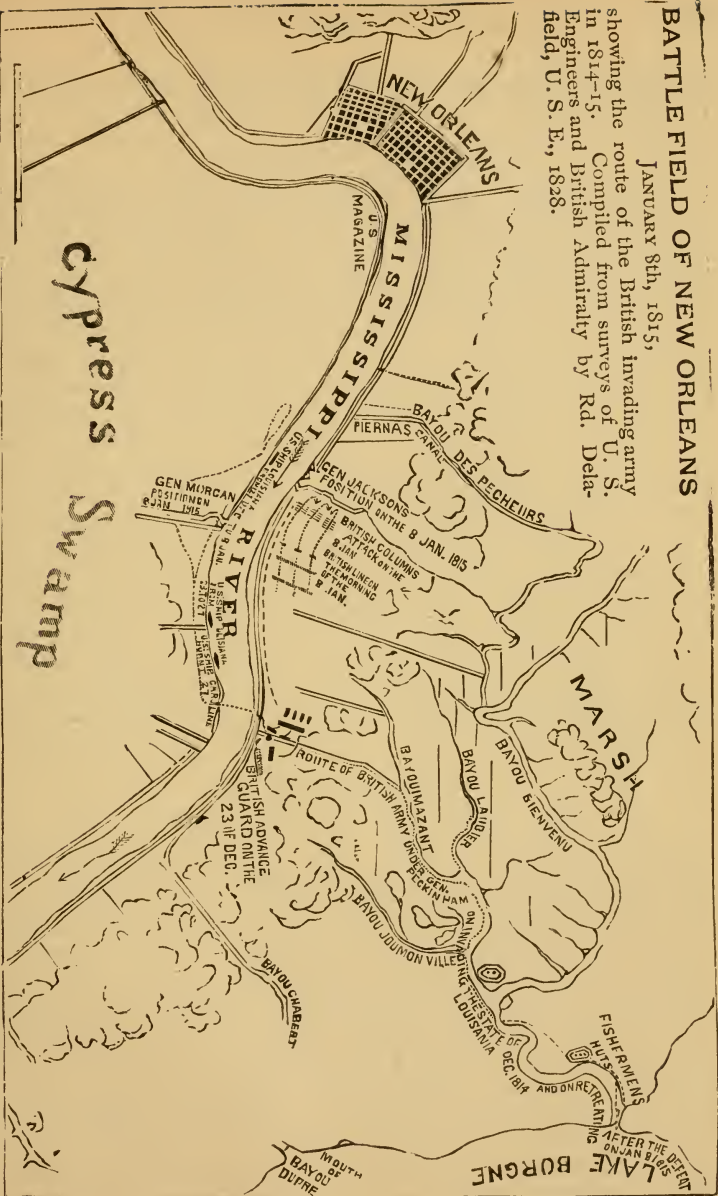
BATTLE OF NEW ORLEANS.

The British expedition against New Orleans rendezvoused at Negril Bay, Jamaica, under Sir Alexander Cochrane, on the 24th of November, 1814. It consisted of at least fifty sail, carrying more than a thousand guns. On the 9th of December the flagship *Tonnant*, the same which was captured from the French at Aboukir by Nelson, led the way into Lake Borgne and came in sight of the coast of Louisiana. After an engagement with a small flotilla of the Americans guarding that lake, the British determined to make a landing near the mouth of Bayou Bienvenu, a small stream which had its rise in the rear

BATTLEFIELD OF NEW ORLEANS

JANUARY 8th, 1815,

showing the route of the British invading army in 1814-15. Compiled from surveys of U. S. Engineers and British Admiralty by Rd. Delafield, U. S. E., 1828.



of the plantation bordering the Mississippi River at a point about six miles below the city of New Orleans.

LANDING OF THE BRITISH.

On the morning of the 23d, the troops were embarked on small boats, and, ascending the bayou, until the firm land was reached, disembarked and marched to the river, which they reached, at noonday, without General Jackson being aware of their approach. Had General Keane, the British Commander, continued advancing, nothing would have prevented his marching into the city, six miles distant, as he met no opposition in any quarter. General Jackson, the American Commander, gathered his little forces together and marched down at once to meet the enemy. Halting at the Rodriguez Canal, about two miles from the British camp, Jackson made this ditch, running perpendicularly from the river to the swamp, the base of his operations. Night came on, but Jackson at once attacked the British and a skirmish ensued, the result of which was favorable to the Americans. The English continued to bring up reinforcements of men and guns from the fleet, and constant skirmishing took place. General Sir Edward Pakenham, a distinguished veteran of the peninsular war, and a brother-in-law of the Duke of Wellington, arrived and assumed command. Extensive preparations were immediately made to make an attack on the American lines.

JACKSON'S LINES.

(From Walker's Jackson and New Orleans.)

Jackson's lines had been daily strengthened, the men working incessantly on them, widening and deepening the ditch, and increasing the height and bulk of the parapet. On the 6th (of January), some of the more scientific officers suggested to Jackson to strengthen the right by throwing up a redoubt, or horn-work, in which some cannon could be planted to enfilade the front of his lines, and defend the extreme right of his position. When Jackson saw a plan of the work he condemned it, but was persuaded to allow it to be built. It was accordingly thrown up, with three embrasures, which commanded the road, the river bank and flanked the front of the lines. A shallow ditch that had run dry by the falling of the river, surrounded the redoubt, which had not been completed on the night of the 7th.

Let us survey these famous lines of Jackson's. Time has spared many memorials of the great achievements which we relate. The scene of these events has experienced slighter changes in the last forty years than the arena of any similar occurrences in this land of change and progress. As if to rebuke the deficiencies of our historical records, nature has preserved (1860) in almost their original state the physical characteristics of the scenery associated with the most glorious triumphs of the American arms. The reader need only acquaint himself with the leading facts of the campaign, and then proceed six miles below the city, he may take his position on the gallery of Macarté where Jackson himself stood on the afternoon of the 7th January, 1815, closely observing through a telescope the movements in the British camp, situated two miles down the river. Here he will command a splendid view of the whole scene of the campaign. He will perceive the embankment, somewhat worn by time and the elements, behind which Jackson's men stationed themselves. He can trace it clearly and distinctly from the river to the swamp in which it is lost to view. It becomes more distinct as it approaches the swamp, the ground near the river having been more exposed to the action of the plow and the tramp of men and cattle. The river having caved some hundred or two feet, the line of the levee has been slightly changed, and the road has worn away the mound and the vestiges of the redoubt on the extreme right. There is a handsome villa, quite ancient, too, in its aspect, standing near the road in the centre of the lines and about a hundred yards from the ditch. This, however, has been built since the war. Chalmette's buildings, which were destroyed by the Americans to give full play to their artillery, were at least two hundred yards in the rear of this edifice. All else is as it was in 1815. Jackson's headquarters are nearly concealed by a luxuriant growth of the graceful cedars and cypress, which here assume the most symmetrical proportions, tapering off into the most perfect cones and pyramids. A thick orange hedge almost excludes a glimpse into the handsome garden, where bloom all the flowers and shrubs of this rich and benignant clime. * * * The plain of Chalmette, thus named after the owner of the ground in front of Jackson's lines, has the same dimensions now that it had then. It is an unbroken level, usually when not in cane covered with a luxuriant growth of stubble or weeds, and cut

up into numerous small ditches. Solitary live oaks, reverently spared by the plowman, loom out grandly at long distances apart, from the gray and brown plain. The swamp, too, has preserved its line of separation from the fields. It presents the same contour as in 1815, with that identical bulge or projection within two or three hundred yards of Jackson's lines, which served as a cover for the British in their advance. Near the swamp and within it for some distance, the mound erected by the Tennesseans is almost as prominent and clearly defined as it was when the gallant bush-fighters rested their long rifles on its summit. * * * Jackson's lines were drawn along an old mill race which separated the plantations of Rodriguez (Macarté's) and Chalmette. In the early days of the State, mills were located at the heads of canals, which were dug from the river towards the swamp, and through them a large body of water was projected from the river, the surface of which is several feet higher than the land in the rear. Rodriguez's Canal had long been abandoned and was nearly filled up with dirt and grass, so that it presented the appearance of a simple draining ditch. This position recommended itself to Jackson by the fact that it left him the smallest space between the river and the swamp to defend. To this point he marched his army on the 24th, and ordered his men to widen the canal in front, throwing up the dirt into a parapet. Owing to the irregular, independent, and hurried manner in which the parapet was thrown up, the men being continuously at work on it from the 24th December to the 7th January, it presented, when completed, quite an irregular appearance. In some places being twenty feet thick, and in others of scarcely sufficient solidity to resist the enemy's balls; in some places having a height sufficient to conceal the tallest men, and in others hardly reaching the belt of an ordinary sized person. The mound was composed entirely of earth dug from the canal and the field in the rear. The experiment of using cotton bales and other articles had been discarded, and the elastic, tenacious soil of the alluvium preferred to all other materials, being superior for such uses to even brick and granite. The lines extended a mile and a half from the river to the woods, and then penetrated the swamp as far as it was deemed possible to turn them, resting on the extreme on an impassable swamp. That part of the lines which passed

through the woods was frail and rude, not being made to resist artillery. The average height of the parapet was five feet.

AMERICAN FORCES.

Jackson's whole force on the bank of the river amounted to 4,000 men, but his lines were occupied by only 3,200. The army was divided into two divisions. The troops from the right to the left of the 44th were under command of Colonel Ross, acting Brigadier-General, and the left of the line under Carroll and Coffee, the former as Major-General and the latter as Brigadier-General.

BRITISH FORCES.

The British army, under Sir Edward Pakenham, now consisted of ten thousand of the best soldiers in the world, which were divided into three brigades, under Generals Lambert, Gibbs, and Keane. Besides these, there was a strong force of marines and sailors from the fleet.

PLAN OF ATTACK.

The plan of Pakenham was as follows: Colonel Thornton, with a detachment of 1,400 men and three carronades, was directed to embark in barges, and to cross the river during the night of the 7th, and steal upon the small body of Americans posted on the right bank of the river. On the left bank, Gibbs, with the 44th, 21st, and 4th regiments, at a signal to be given, would storm the American left, where it was deemed weakest; whilst Keane, with the 93d, 95th, and the light companies of the 7th, 43d, and some of the West India troops, would threaten the American right—drawing his fire, and taking advantage of any opportunity that might occur for a blow at him. On the left, the two British batteries destroyed on the 1st were to be restored, and armed with six or eight eighteen-pounders; were to engage and keep employed the American batteries on the right, and thereby prevent them from opening on the storming column. The advance of the latter were to carry fascines, or bundles of canes, with which to fill up the ditch, and ladders on which to mount the parapet.

THE ATTACK.

Before day, Gibbs' and Keane's men were aroused from their lairs, and, forming, advanced in line some distance in front of the pickets, about 400 or 500 yards from the American lines. Here they remained, listening in anxious suspense for the firing on the other side of the river. Not a sound could be heard across the calm surface of the great, silent Mississippi. A thick fog involved the army, and shut out all in front and rear from their view. The minutes, the hours, flew rapidly by, and not a sound of Thornton could be heard. The truth was, that gallant officer had not even landed his men when Gibbs began to form his column for the advance. The mist was now breaking. The American flag, on its lofty staff in the centre of Jackson's lines, began to wave its striped and starry folds above the vapory exhalations from the earth within full view of the British lines, and the dark mound, behind which the guardians of that standard stood with arms at rest, became faintly visible. On the mound stood many a sharp-eyed soldier, painfully stretching his vision to catch the first glance of the enemy, that he might announce his approach, or have the first fire at him. This honor was reserved to Lieutenant Spotts, who, perceiving a faint red line several hundred yards in front, discharged his heavy gun at it. Slowly the fog rolled up and thinned off, revealing the whole British line, stretching across two-thirds of the plain. At the same moment a rocket shot up near the river, another on the right, near the swamp, and then the long line seemed to melt away suddenly, puzzling the American gunners, who were just bringing their pieces to bear upon it. But the British had only changed their position, and then deployed into column of companies.

THE BATTLE.

Forming his column of attack in admirable order, Gibbs now advanced towards the wood, so as to have its cover, the 44th in front followed by the 21st and 4th. The column passed the redoubt on the extreme right of the British, near the swamp, where the men of the 44th were directed to pack the ladders and fascines, at the same time stacking their muskets. The batteries of Spotts' No. 6, and Garrique's No. 7, and the Howitzer No. 8, now began to play upon the column with some effect. There was no time to spare. The 44th, with

the rest of the column, rushed past the redoubt, some of the men picking up a few fascines and ladders as they marched, and, fronting towards the American lines, advanced steadily in compact column, bearing their muskets at a shoulder. In his advance, Gibbs obliqued towards the wood, so, as to be covered by the projection of the swamp. But he could not elude the fire of the batteries, which began to pour round and grape-shot into his lines with destructive effect. It was at this moment whispered through the column that the 44th had not brought the ladders and fascines. Pakenham hearing it, rode to the front, and discovered that it was but too true. He immediately called out to Colonel Mullens, who was at the head of his regiment, "To file to the rear and proceed to the redoubt, execute the order, and return as soon as possible with his regiment." The execution of this order produced some confusion in the column, and some delay in its advance. Gibbs, indignant at the disturbance and the disobedience of Mullens, and perceiving his men falling around him, exclaimed in a loud voice, "Let me live till to-morrow and I'll hang him to the highest tree in that swamp." But the column could not stand there exposed to the terrible fire of the American batteries waiting for the 44th, and so Gibbs ordered them forward. On they went, the 21st and 4th, in solid, compact column, the men hurrahing, and the rocketers covering their front with a blaze of their combustibles. The American batteries we have named were now playing upon them with awful effect, cutting great lanes through the column from front to rear, and huge gaps in their flanks. These intervals were, however, quickly filled up by the gallant red-coats. The column advanced without pause or recoil steadily towards Spotts' long eighteen, and Chauveau's six. Carroll's men were all in their places, with guns sighted on the summit of the parapet, whilst the Kentuckians, in two lines, stood behind ready to take the places of the Tennesseans as soon as their pieces were discharged, thus making four lines in this part of the entrenchment. There they stood, all as firm as veterans, as cool and calculating as American frontiersmen. All the batteries on the American line, including Patterson's marine battery on the right bank, began now to join those on the left in hurling a tornado of iron missiles into that serried, scarlet column, which shook and oscillated like a huge painted ship tossed on an angry sea.

“Stand to your guns,” cried Jackson, as he glanced along the line; “don’t waste your ammunition—see that every shot tells.” Again he exclaimed, “Give it to them, boys; let us finish the business to-day.” The confused and reeling army of red coats had approached within two hundred yards of the ditch, when the loud command of Carroll, “Fire! fire!” rang through the lines. The order was obeyed, not hurriedly, excitedly, and confused, but calmly and deliberately, by the whole of Carroll’s command, commencing on the left of the 44th. The men had previously calculated the range of their guns, and not a shot was thrown away. Their bullets swept through the British column, cutting down the men by scores, and causing its head and flank to melt away, like snow before a torrent. Nor was it one, or several discharges, followed by pauses and intervals; but the fire was kept up without interruption—the front men firing and falling back to load. Thus the four lines, two Tennesseans and two Kentuckians, sharing the labor and glory of the most rapid and destructive fusillade ever poured into a column of soldiers. For several minutes did that terrible, incessant fire blaze along Carroll’s front, and that rolling, deafening, prolonged thunder fill the ears and confuse the sense of the astounded Britons.

There were scarcely more than fifteen hundred pieces brought to bear on the British column, but in the hands of Tennesseans and Kentuckians they were made as effective as ten times that number, fired by regulars of the best armies of Europe. Against this terrible fire, Gibbs boldly led his column. It is no reflection upon even those veterans to say that they halted, wavered, and shrunk at times, when the crash of the bullets became most terrible, when they were thus shot down by the foe whom they could not see. But the gallant Peninsular officers threw themselves in front, inciting and arousing their men by every appeal, and by the most brilliant examples of courage. The men cried out, “Where are the 44th? If we get to the ditch we have no means of scaling the lines!” “Here come the 44th! Here come the 44th!” shouted Gibbs. This assurance restored order and confidence in the ranks. There came at last a detachment of the 44th, with Pakenham himself at their head, rallying and inspiring them by appeals to their ancient fame—reminding them of the glory they had acquired in Egypt and elsewhere, and addressing them as his “countrymen,” (the 44th were

mostly Irish). The men came up gallantly enough, bearing their ladders and fascines, but their Colonel was far in the rear, being unable, even with the assistance of a servant, to reach his post over the rough field. Pakenham led them forward, and they were soon breasting the storm of bullets with the rest of the column. At this moment Pakenham's bridle arm was struck by a ball and his horse killed by another. He then mounted the small black Creole pony of his aid, Captain McDougall, and pressed forward. But the column had advanced now as far as it could get. Most of the regimental officers were cut down. Patterson, of the 21st; Brooks, of the 4th; and Debbrigs, of the 44th, were all disabled at the heads of their regiments. There were not officers enough to command, and the column began now to break into detachments, some pushing forward to the ditch, but the greater part falling back to the rear and to the swamp, until the whole front was cleared. They were soon rallied at the ditch, were reformed, and throwing off their knapsacks, advanced again.

Keane, judging very rashly that the moment had arrived for him to act, now wheeled his line into column (it had been, as we have seen, intended as a reserve to threaten, without advancing upon the American lines), and, with the 93d in front, pushed forward to act his part in the bloody tragedy. The gallant and stalwart Highlanders, nine hundred strong, strode across the ensanguined field with their heavy, solid, massive front of a hundred men, and their bright muskets glittering in the morning sun, which now began to scatter a few rays over the field of strife. Onward pressed the Tartan warriors, regardless of the concentrated fire of the batteries, which now poured their iron hail into their ranks. At a more rapid pace than the other column, the 93d rushed forward into the very maelstrom of Carroll's musketry, which swept the field as if with a huge scythe. The gallant Dale, colonel of the regiment, fulfilled his prophecy, and fell at the head of his regiment. Major Creagh then took the command. Incited by the example of the 93d, the remnant of Gibbs' brigade again came up, with Pakenham on their left and Gibbs on the right. They had approached within a hundred yards of the lines.

At this moment the standard-bearer of the 93d feeling something rubbing against his epaulette, turned, and perceived through the smoke the small black horse which Pakenham now rode. It was led by his aid, as he seemed to have no

use of his right arm. In his left hand he held his cap, which he waved in the air, crying out, "Hurrah! Brave Highlanders!" At this instant there was a terrible crash, as if the contents of one of the big guns of the Americans had fallen on the spot, killing and wounding nearly all who were near. It was then that the ensign of the 93d saw the horse of Pakenham fall, and the General roll from the saddle into the arms of Captain McDougall, who sprang forward to receive him. A grape-shot had struck the General on the thigh, and passed through his horse, killing the latter immediately. As Captain McDougall and some of the men were raising the General, another ball struck him in the groin, which produced an immediate paralysis. The wounded and dying General was borne to the rear, and laid down in the shade of a venerable live oak, standing in the centre of the field, beyond the reach of the American guns. In a few minutes the gallant young officer breathed his last. The old oak, under which Pakenham yielded up his soul, still stands, bent and twisted by time and many tempests.

Gibbs fared even worse than Pakenham, for desperately wounded shortly after the fall of the General-in-Chief, he, too, was borne to the rear, and lingered many, many, hours in horrible agony, until the day after, when death came to his relief. Keane, also, fell badly wounded, being shot through the neck, and was carried off the field. There were now no field officers left to command or rally the broken column. Major Wilkinson, Brigade Major, shouted to the men to follow, and push forward.

Followed and aided by Lieutenant Lavack and twenty men, he succeeded in passing the ditch, and had clambered up the breastwork, when just as he raised his head and shoulders over its summit, a dozen guns were brought to bear against him, and the exposed portions of his body were riddled with bullets. He had, however, strength to raise himself, and fell upon the parapet.

After the fall of Wilkinson, the men who followed him threw themselves into the ditch. Some made feeble efforts to climb up the parapet, but it was too slippery, and they rolled into the fosse. The majority, however, were satisfied to cower under the protection of the entrenchment, where they were allowed a momentary respite and shelter from the American fire. The remainder of the column, broken, disorganized,

and panic-stricken, retired in confusion and terror, each regiment leaving two-thirds of its men dead or wounded on the field. The 93d, which had advanced with nine hundred men and twenty-five officers, could muster but one hundred and thirty men and nine officers, who now stole rapidly from the bloody field, their bold courage all changed into wild dismay. The other regiments suffered in like manner, especially the 21st, which had lost five hundred men. The fragments of the two gallant brigades fell back precipitately towards the rear.

At this moment, Lambert, hearing of the death of Pakenham, and the severe wounds of Gibbs and Keane, advanced slowly and cautiously with the reserve. Just before he received his last wound, Pakenham had ordered Sir John Tynnell, one of his staff, to order up the reserve. As the bugler was about to sound the "advance," by order of Sir John, his right arm was struck with a ball, and his bugle fell to the ground. The order was accordingly never given, and the reserve only marched up to cover the retreat of the broken columns of the two other brigades.

Thus, in less than twenty-five minutes, was the main attack of the British most disastrously repelled, and the two brigades nearly destroyed. On their left they had achieved a slight success, which threatened serious consequences to the American lines. Here the advance of Keane's brigade, consisting of the 95th Rifles, the light infantry companies of the 7th, 93d, and 43d, and several companies of the West India regiments—in all, nearly a thousand men, under the gallant and active officer, Colonel Rennie, of the 21st, had crept up so suddenly on the Americans as to surprise the outpost and reach the redoubt about as soon as the advance guard of the Americans, which was threatened by Gibbs' advance, had fallen back from their left, and was now hurrying into their lines. The British were so close upon the retiring guard, that the Americans were unable to open their batteries upon them, fearing they would kill some of their own men. At last, reaching the redoubt, the Americans clambered over the embankment, and the leading files of the British following, succeeded in also gaining the interior, where, being supported by others, they engaged into a hand-to-hand fight with the soldiers of the 7th Infantry, whom they drove out into the lines, which were reached by a plank across the ditch separating the redoubt from the main lines. But they did not hold the redoubt long,

for now the 7th Infantry began to direct its whole fire upon the interior of the redoubt, which very soon made it too hot for the British.

Subtracting the centre of Jackson's lines, at least one-half of Coffee's men, who never fired a gun, and a large number of Kentuckians, whose pieces were so defective as, according to the testimony of some persons, to place the Tennesseans in more danger from their friends and supporters in the rear than from their enemies in front, there were actually less than half of Jackson's whole forces engaged in the battle.

It was eight o'clock—two hours after the action commenced—before the musketry ceased firing. At last the order was passed down the lines to "cease firing," and the men, panting with fatigue and excitement, rested on their arms. As soon as the artillery, which had kept up the fire at intervals after the musketry ceased, was silenced, the smoke, ascending from the field, revealed a spectacle that sent a thrill of horror along that whole line of exultant victors. The bright column and long red lines of a splendid army, which occupied the field when it was last visible to the Americans, had disappeared as if by some supernatural agency. Save the hundreds of miserable creatures who rolled over the field in agony, or crawled and dragged their shattered limbs over the muddy plain, not a living foe could be seen by the naked eye. The space in front of Carroll's position, for an extent of two hundred yards, was literally covered with the slain. The course of the column could be distinctly traced in the broad, red line of the victims of the terrible batteries and unerring guns of the Americans. They fell in their tracks; in some places whole platoons lay together, as if killed by the same discharge. In the ditch, there were no less than forty dead, and at least a hundred who were wounded, or who had thrown themselves into it for shelter.

BRITISH LOSS.

In estimating the loss of the British in this disastrous affair, we are met by several conflicting statements. That estimate will show that the loss sustained in the attack on the left bank of the Mississippi was the severest ever sustained in any battle by the British army. Deducting the reserve, Lambert's, which was not under fire, the 14th Dragoons, who guarded the camp and hospital, and Thornton's command, there could not have

been more than six thousand men engaged in the attack on Jackson's lines. Of these, according to the estimate of Colonel Hayne, who was designated by Jackson for this duty, there were at least 2,600 placed *hors de combat*, to-wit: killed, 700; wounded, 1,400; prisoners, 500.

AMERICAN LOSS.

The aggregate loss was eight killed and thirteen wounded, which number compared with that of the British, exhibits a disparity without a parallel in ancient or modern warfare.

RETREAT OF THE BRITISH.

After the battle of the Eighth, Lambert was not long in arriving at the conclusion that the expedition had signally failed, and all that was left for him to do was to collect the fragments of the army and retire as speedily as possible from the scene of so many sad disasters and painful associations. To retire as they had come, in boats, was impracticable. To meet this exigency, he directed the engineers to extend the road which ran some distance along the Bayou, through the swamp to the lake shore, keeping as near as possible to the bank of the Bayou. Accordingly, the whole army on the night of the 18th, was silently and stealthily formed in column, the engineers, sappers, and miners in front. The camp fires were alighted anew; the pickets were all stationed as usual. Each sentinel was prepared with a stuffed paddy to place in his stead. The pickets were directed to form, as the column reached the Bayou, into a rear guard and follow the army. Thus, while darkness covered the field, the enemy took up their line of march, in silence and dread. They marched all night, and just at the break of day reached the shores of Lake Borgne. Here they remained waiting for the boats until the 27th, when the whole army re-embarked and finally reached the fleet, sixty miles off the coast. On the 19th, Jackson ordered Colonels Delaronde and Kemper to harass the enemy's rear; but, owing to the precaution of the British to protect the rear with redoubts, these attempts were not productive of any advantage.

LOUISIANA AS A STATE.

After the defeat of the British and their retreat, peace was declared and immediately trade revived and internal improve-

ments were commenced. The culture of sugar developed itself every year, and immigration set in. The State and city increased in population, and continued to grow in prosperity until the civil war was declared.

SECESSION OF THE STATE.

On January 26th, 1861, the Ordinance of Secession was adopted by the Convention and Louisiana joined the Confederate States of America. Many regiments of troops were sent to the Confederate army and took their share of the perils of the battlefield.

FEDERAL FORCES SEIZE THE STATE.

In April, 1862, the Federal fleet, under Admiral Farragut, passed the forts and batteries on the river and New Orleans was captured. The city was held by United States forces, and from it at different times were sent expeditions to the interior. These expeditions were not successful in the State, as, with the exception of New Orleans and its immediate vicinity, it remained in the hands of the Confederates. On the approach of the Federal forces the capitol was evacuated by the State officers and the capital transferred to Shreveport. In 1864 a convention was called at New Orleans under the protection of the Federal army to form a new Constitution.

CONDITION OF NEW ORLEANS BEFORE AND AFTER THE WAR.

New Orleans was in a most prosperous condition before the Civil War, as large crops of sugar and cotton were received from the interior and exported, with tobacco and other products. The natural increase of slaves enabled planters to open more land and to raise larger crops, which poured into New Orleans and drew from abroad a steady stream of gold. The Civil War caused this to cease, and the old and young took up arms, thinking that the war was to last only sixty days. The city captured, they were cut off, and the war was prolonged four long years, during which city affairs stagnated. The war ended, the active population returned to find their fortunes wrecked and nearly all the banks broken. The cessation of war and the opening of the country, wherein was stored much cotton, soon revived business and the trade flourished.

The Constitution of 1864, adopted July 23, 1864, abolished

legally slavery in Louisiana, and a State government, under this Constitution, was operated within the lines of the Federal forces. The greater portion of the State never recognized it and considered the government at Shreveport of Governor Allen, and which had all the archives and was operated under the Constitution of 1852, as the legitimate and *de facto* government of the State.

With the surrender of the Trans-Mississippi Department to the Federal forces, in 1865, the Allen government dissolved and the entire State came under the sway of the government created by the Constitution of 1864, of which Acting Governor Wells was the head.

The Civil War ended, a State election was held in 1865 and Governor Wells was elected governor and Albert Voorhies lieutenant governor. The Legislature met in 1866 and passed many laws to put the government into operation and to rebuild the levees. The State and the whole South, instead of being quieted down, were soon disturbed by violent Northern agitators, who, released from service in the army and without occupations, sought to stir up the negroes against the whites not to accept the new order of things. The Southern Legislatures vied with each other in honest and sincere efforts to pacify and rebuild up the country and to become loyal to the Union. In Louisiana, after the adjournment of the Legislature, the vacillating course of Governor Wells countenanced the reassembling of a portion of the convention that had framed the Constitution of 1864. These ex-members met in July, 1866 at the Mechanics' Institute (Tulane Hall), then used as a State Capitol, in New Orleans, and proceeded to organize with a view of creating a new State government. The Democrats of Louisiana were opposed to this, and acting under an old law in reference to treasonable assemblies against the State, induced the Sheriff, with the aid of the city police, to disperse the meeting. The members had called around them a number of negroes and made a stand. The general commanding the Federal troops sympathized with the movement, and a riot followed in which several negroes were killed and which became known in history as the "*July riots.*" The exaggerated accounts of the slaughter of negroes and so-called Union men fired the Northern people and especially the extreme wing of the Republican party. Congress, under the lead of Thaddeus Stevens, passed the Reconstruction Acts, and military govern-

ment was established in the South. Major General Sheridan was appointed to command the military department in which Louisiana was situated, and dismissed Governor Wells and in his place appointed B. F. Flanders. Sheridan was succeeded in 1868 by Major General W. S. Hancock, who removed Governor Flanders and appointed Joshua Baker governor.

Under a restricted registration of voters, which excluded many who had borne arms against the United States, and admitted the negroes to vote, a convention was called to frame a new Constitution. The result was that the Constitution of 1868 was adopted, March 11, 1868, and by an election under it Henry Clay Warmoth was declared elected governor. Congress then approved of the Constitution and admitted the Representatives of Louisiana.

Then ensued an era of wild extravagance and corruption under the domination of negroes, the Governor having lost all control, and the debt of the State was increased to nearly \$60,000,000. This state of affairs existed until 1872, when a violent political contest between the Republicans and Democrats took place. Kellogg was nominated by the Republicans and John McEnery by the Democrats. The legal machinery of the State was under the control of Governor Warmoth, a Liberal Republican, who sided with the Democrats, and he called the Legislature in extra session. The Republicans, seeing that the Legislative Returning Board would count them out, resolved on extraordinary measures and invoked the aid of the Federal courts by their candidate for lieutenant-governor asking for an injunction to restrain certain members of the new Legislature from acting. The United States District Judge (Durell) issued an order at midnight for the United States Marshal to seize the State Capitol and not to allow certain Democratic members to enter. Accordingly the United States Marshal seized the State Capitol, with United States troops, and carried out the "midnight order." The new Legislature, composed of self-elected Republicans, met and impeached Governor Warmoth, Pinchback, the president of the Senate, whose mandate had expired, assuming the governorship. The Legislature then proceeded to count in Kellogg as governor, and President Grant deciding that the proceedings were regular recognized him. Kellogg set about to restore order in the State finances by the creation of a Funding Board, which finally scaled the State debt.

A spirit of unrest and protest against this government continued to exist until September 14, 1874, when the people arose in arms and formed the White League. Kellogg was notified to leave the State and took refuge in the United States Customhouse, his troops having been defeated at the head of Canal street. McEnery was installed, but after a few days was compelled to retire by the United States troops.

In 1876 Nicholls was the candidate of the Democrats for governor and Packard of the Republicans. A quorum of the Legislature met at Odd Fellows' Hall and declared Nicholls elected governor. Governor Nicholls then appointed his Supreme Court and other State officers and proceeded by force to install his government, while Packard and his Legislature remained shut up in the State House.

The operations of the Republican governments throughout the South had been so corrupt and disgraceful that the sentiment in the North and West changed and a desire for peace and a restoration of the government to the hands of the white tax-payers arose. The presidential contest of Tilden and Hayes took place and by a compromise the Returning Board of Louisiana declared Nicholls (Dem.) elected governor, but gave the electoral vote of Louisiana to Hayes (Rep.) for President.

The affairs of the State were gradually put in order and the rate of taxation in the City of New Orleans, which had reached 5 per cent., was reduced. A convention was called and the Constitution of 1879 was adopted, July 23, 1879, which was amended in 1882, 1886, 1890 and 1902.

Louis A. Wiltz succeeded Nicholls and in 1881 died in office. Lieutenant Governor S. D. McEnery became governor and at the end of his term was elected governor and installed in 1889.

In 1891 the great question of prolonging the charter of the Louisiana State Lottery came before the people and developed into a bitter contest, dividing the Democrats into "pro-lottery-ites" and "anti-lotteryites." The Lottery Company offered to donate to the State a large sum every year. In the course of some years this would have amounted to several millions of dollars, which were to be devoted to public education and other worthy objects. The fight became very bitter, and when the company was forbidden the use of the United States mails it finally abandoned the contest. Foster was the candidate of the "antis," and after the Lottery Company gave up the contest its supporters, feeling themselves aggrieved by the de-

cision of a mutual political arbitration commission and with the aid of other dissatisfied Democrats, placed S. D. McEnery in nomination for governor. Foster was elected and was installed in 1892, and was re-elected and installed in 1896, all the Democratic elements having fused, except a few, who formed a white Republican party and nominated Pharr as their candidate.

Foster gave the State a vigorous and wise administration in which party lines were well drawn. Peace, contentment and prosperity reigned and Louisiana and the credit of the State improved with great bounds. The State debt was reduced and during his administration there were but few defaulters in the collection of the State revenues. Governor Foster was succeeded in 1900 by W. W. Heard, and afterwards elected to the United States Senate.

Louisiana had now changed so much that it was found necessary to have a new Constitution, and a Constitutional Convention, with limited powers, was called in 1898, which adopted, on May 12, 1898, the Constitution of 1898, and amended it in 1899, 1900 and 1902.

Taxation has been reduced, as well as the State debt, which now amounts to \$10,887,000, and State 4 per cent. bonds are selling at 108.

The total assessed value of property in the State is (1902) \$315,583,468, and the State population has increased from 76,556 in 1810 to 1,381,625 in 1900.

Several reforms were instituted by the Constitution of 1898, the principal being the abolition of the Penitentiary lease system, which had been a disgrace to the State, and Louisiana, under the wise and able administration of Governor Heard, is assuming in the front rank of States a position of honor.

GOVERNORS OF LOUISIANA.

FRENCH DOMINATION.

April 9, 1682, to August 18, 1769.

The Province of Louisiana was ruled by a governor appointed by the King of France and under the supervision of the Ministry of the Marine.

Antoine Lemoyne *de Sauvolle*, Dec. 7, 1699, to July 2, 1701.

Jean Baptiste Lemoyne *de Bienville*, *ad interim*,* July 22, 1701, to May 17, 1713.

Lamothe Cadillac, May 17, 1713, to —; 1716.

Jean Baptiste Lemoyne *de Bienville*, *ad interim*, —, 1716, to March 9, 1717.

De l'Epinay, March 9, 1717, to March 9, 1718.

Jean Baptiste Lemoyne *de Bienville*, March 9, 1718, to Jan. 16, 1724.

Boisbriant, *ad interim*, Jan. 16, 1724, to ———.

Perier, Aug. 9, 1726, to —, 1733.

Jean Baptiste Lemoyne *de Bienville*, —, 1733, to May 10, 1743.

Marquis *de Vaudreuil*, May 10, 1743, to Feb. 9, 1753.

Baron *de Kerlerec*, Feb. 9, 1753, to June 29, 1763.

D'Abbadie, June 29, 1763, to Feb. 4, 1765.

Aubry, Feb. 4, 1765, to Aug. 18, 1769.

Ulloa appointed Governor by the Spanish crown, arrived March 5, 1766, but meeting with resistance at New Orleans, occupied Balize and some other ports, *quasi* governed the Colony through Aubry, the French Governor, from which date the Spanish crown assumed all the colonial expenses. Ulloa sailed away November 1, 1768, and the formal transfer from France to Spain did not take place till August 18, 1769.

SPANISH DOMINATION.

August 18, 1769, to November 30, 1803.

Under the Spanish domination the Province was attached to the captain generalship of Cuba, but the administration was more or less under the council of the Indies in Spain. The Governor was appointed by the King and the government administered in his name.

De Ulloa (never exercised his authority), March 5, 1766, to Nov. 1, 1768.

Alexandro O'Reilly, Aug. 18, 1769, to Oct. 29, 1770.

Louis de Unzaga, Oct. 29, 1770, to Feb. 1, 1777.

Bernado de Galvez, Feb. 1, 1777, to —, 1785.

Estevan de Miro, *ad interim*, —, 1785, to Jan. 1, 1792.

Baron de Carondelet, Jan. 1, 1792, to Aug. 1, 1797.

Manuel Gayoso de Lemos, Aug. 1, 1797, to July 18, 1799.

Marquis de Casa Calvo, *ad interim*, July 18, 1799, to June 15, 1801.

Juan Manuel de Salcedo, June 15, 1801, to Nov. 30, 1803.

*DeMuys appointed, but never came to the Colony.

SECOND FRENCH DOMINATION.

November 30, 1803, to December 20, 1803.

Laussat was appointed by Consul Bonaparte as a commissioner on the part of the French Republic, to receive the Province from the Spanish Governor and to transfer it to the United States. During this interval he acted as Prefect of Louisiana.

Laussat, Prefect, Nov. 30, 1803, to Dec. 20, 1803.

AMERICAN DOMINATION.

December 20, 1803, to October 1, 1804.

When the United States took possession of Louisiana, President Jefferson appointed William Charles Cole Claiborne Governor of the Province.

William Charles Cole Claiborne, Dec. 20, 1803, to Oct. 1, 1804.

FIRST TERRITORIAL GOVERNMENT.

October 1, 1804, to November 1, 1805.

By Act of Congress of March 26, 1804, the Province of Louisiana was divided into two territories, one called the "Territory of Orleans," and comprising the present State of Louisiana, and the other the "District of Louisiana," comprising all the upper portion of the Province, now Missouri and other States. William Charles Cole Claiborne was appointed by the President Governor of the Territory of Orleans, and on his recommendation the President appointed a legislative council of thirteen inhabitants, as provided for by the Act of Congress.

William Charles Cole Claiborne, Oct. 1, 1804, to Nov. 1, 1805.

SECOND TERRITORIAL GOVERNMENT.

November 1, 1805, to April 30, 1812.

The Territory of Orleans was reorganized by an Act of Congress, approved March 2, 1805. In accordance with the Act, a Legislature, composed of an Upper and Lower House, was elected, and William Charles Cole Claiborne appointed Governor by the President.

William Charles Cole Claiborne, Nov. 1, 1805, to April 30, 1812.

STATE GOVERNORS.

From April 30, 1812, to January 1, 1893.

The State of Louisiana was admitted to the Union on April 8, 1812, and the Act of Admission took effect April 30, 1812. From that date, under several Constitutions, except during the War and Reconstruction periods, the Governors were elected and served as follows:

1. William Charles Cole Claiborne (Dem.), April 30, 1812, to Dec. 17, 1816.
2. Jacques Villéré (Creole party), Dec. 17, 1816, to Dec. 18, 1820.
3. Thomas Boling Robertson, resigned to accept United States Senatorship, Dec. 18, 1820, to Nov. 15, 1824.
4. H. S. Thibodeaux, President of the Senate and Acting Governor, Nov. 15, 1824, to Dec. 13, 1824.
5. Henry Johnson (Whig), Dec. 13, 1824, to Dec. 15, 1828.
6. Peter Derbigny, killed accidentally (Whig), Dec. 15, 1828, to Oct. 7, 1829.
7. Adolphe Beauvais (Whig), President of the Senate and Acting Governor, Oct. 7, 1829, to Jan. 14, 1830.
8. Jacques Dupré (Whig), President of the Senate and Acting Governor, Jan. 14, 1830, to Jan. 31, 1831.
9. André Bienvenu Roman (Whig), Jan. 31, 1831, to Feb. 2, 1835.
10. Edward Douglas White (Whig), Feb. 2, 1835, to Feb. 4, 1839.
11. André Bienvenu Roman (Whig), Feb. 4, 1839, to Jan. 30, 1843.
12. Alex. Mouton (Dem.), Jan. 30, 1843, to Feb. 12, 1846.

CONSTITUTION OF 1845.

13. Isaac Johnson (Dem.), Feb. 12, 1846, to Jan. 28, 1850.
14. Joseph Walker (Dem.), Jan. 28, 1850, to Jan. 24, 1853.

CONSTITUTION OF 1852.

15. Paul O. Hébert (Dem.), Jan. 24, 1853, to Jan. 28, 1856.
16. Robt. C. Wickliffe (Dem.), Jan. 28, 1856, to Jan. 23, 1860.
17. Thomas Overton Moore (Dem.), Jan. 23, 1860, to Jan. 25, 1864.
18. Henry Watkins Allen (Governor within Confederate lines), Jan. 25, 1864, to June 2, 1865.

MILITARY GOVERNORS WITHIN FEDERAL LINES.

Brig. Gen. Geo. F. Shepley, U. S. A., July 21, 1862, to February 22, 1864.

18. Michael Hahn (within Federal lines), Feb. 22, 1864, to Sept. 5, 1864.

CONSTITUTION OF 1864.

The Constitution, adopted September 5, 1864, provided that Michael Hahn and other State officers should continue in office under the new Constitution until peace was declared, and an election could be held all over the State. Governor Hahn was also appointed by President Lincoln, and resigned March 6, 1865, on being elected to the United States Senate, but was never admitted by that body.

Michael Hahn (Rep.), resigned, September 5, 1864, to March 6, 1865.

19. J. Madison Wells (Unionist), Lieutenant Governor and Acting Governor, March 6, 1865, to December 4, 1865.

20. J. Madison Wells, elected for term commencing Dec. 4, 1865, and removed by military authorities under the Reconstruction Act.

MILITARY GOVERNORS UNDER RECONSTRUCTION ACTS.

Congress having passed the Reconstruction Acts, the General commanding the United States troops removed and appointed at will.

21. Benjamin Franklin Flanders, appointed by General Sheridan, June 6, 1867, to January 2, 1868.

22. Joshua Baker, appointed by General Hancock, January 2, 1868, to July 13, 1868.

CONSTITUTION OF 1868.

23. Henry Clay Warmoth* (Rep.) July 13, 1868, to December 10, 1872.

24. P. B. S. Pinchback (Rep.), Acting Governor, December 10, 1872, to January 13, 1873.

25. William Pitt Kellogg,** (Rep.), Governor *de facto*, January 13, 1873, to January 8, 1877.

*December 10, 1872, impeached and suspended by a partisan legislature, and office, under the countenance and support of United States courts, assumed by P. B. S. Pinchback, President of the Senate, who was not a member of the existing Senate, but was recognized by President U. S. Grant.

**John McEnery, Liberal Democrat, Governor *de jure*, retired under protest. Governor Warmoth's State Returning Board declared John McEnery elected

26. Francis Tillou Nicholls,** (Conservative Dem.), Governor *de facto* and *de jure*, January 8, 1877, to January 14, 1880.

CONSTITUTION OF 1879.

27. Louis Alfred Wiltz (Dem.) (died in office), January 14, 1880, to October 17, 1881.

28. Samuel Douglas McEnery, Lieutenant Governor, succeeded as Governor, October 17, 1881, to May 19, 1884.

29. Samuel Douglas McEnery (Dem.), May 19, 1884, to May 22, 1888.

30. Francis Tillou Nicholls (Dem.), May 22, 1888, to May 16, 1892.

31. Murphy J. Foster (Anti-Lottery Dem.), May 16, 1892, to May 18, 1896.

32. Murphy J. Foster* (Dem.), May 18, 1896, to May 21, 1900. Constitution of 1898.

33. W. W. Heard (Dem.), May 21, 1900, for four years.

* Foster was continued in office, as the Constitution of 1898 did not change the State officers.

Governor and D. B. Penn Lieutenant Governor, but a State Board, countenanced by the United States courts, declared W. P. Kellogg elected Governor, and he was recognized by President Grant as such. September 14, 1874, a revolution took place. Kellogg was superseded by Lieutenant Governor D. B. Penn as Acting Governor for two days and Governor McEnery for several days, until ousted by the United States troops, who reinstated W. P. Kellogg.

***Stephen B. Packard, Republican, retired under protest. S. B. Packard was declared elected by a *de facto* and *de jure* Republican Returning Board, inaugurated, but not recognized by President R. B. Hayes.

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*CASTELLANOS, H. C.—New Orleans As It Was. 1895.

*COLEMAN'S—Historical Sketch Book. 1884.

Hand book of Louisiana, by Louisiana Board of Agriculture.

HANSELL'S Illustrated Guide to New Orleans. 1903.

HISTORY.

GAYARRÉ, CHAS.—History of Louisiana, 4 volumes. 1903.

GOODSPEED'S—Biographical and Historical Memoirs, 2 volumes. 1896.

THOMPSON, M.—Story of Louisiana.

Transactions of the Louisiana Historical Society.

*FRENCH, B. F.—Historical Collections.

LANGUAGE, LITERATURE, ETC.

All of these books may be consulted at the Howard Memorial Library, on Lee Circle, and at the New Orleans Public Library, Lafayette Square.

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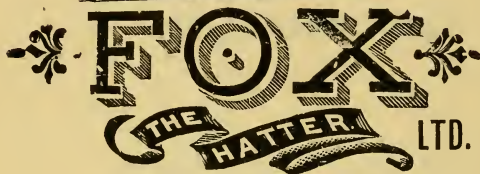
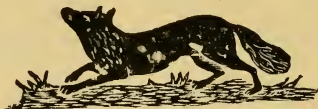
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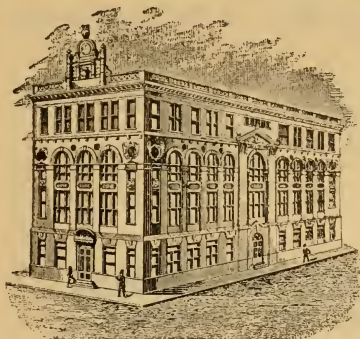
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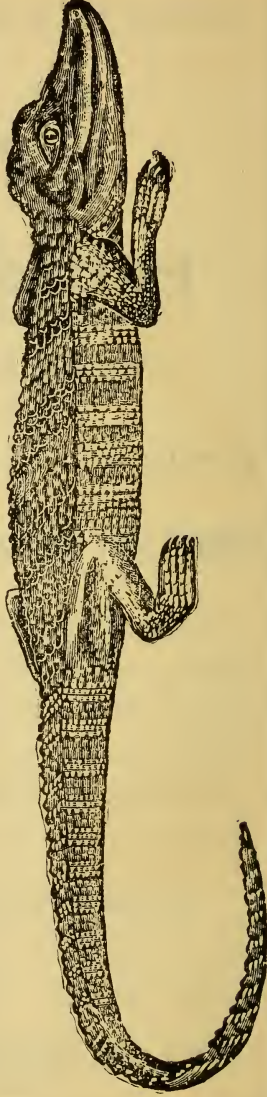
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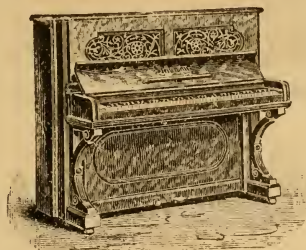
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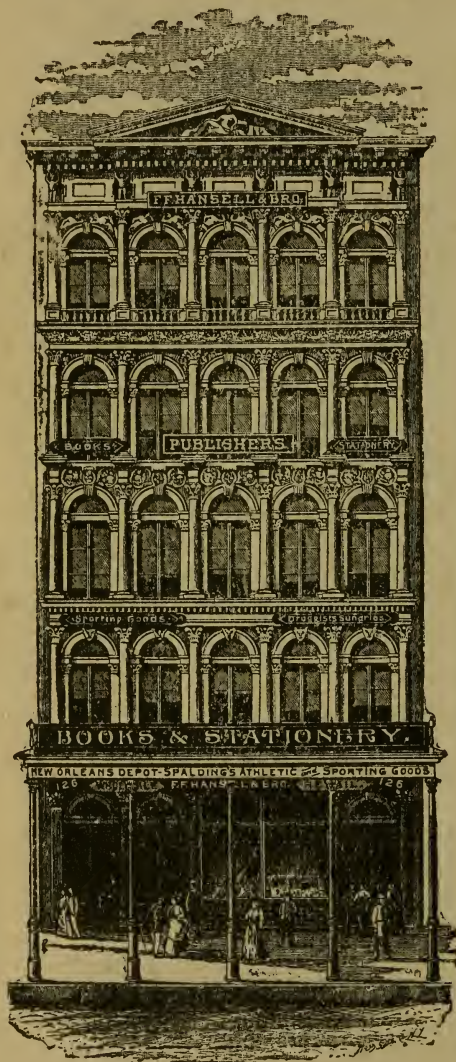
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